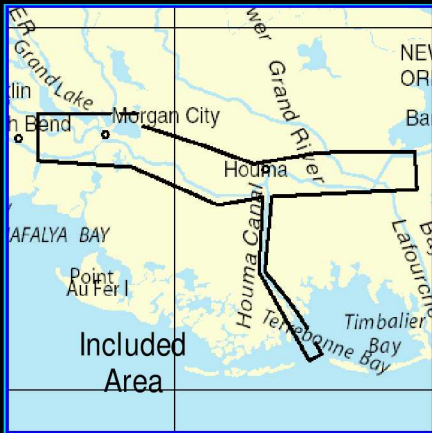


BookletChartTM

Catahoula Bay to Wax Lake Outlet

(NOAA Chart 11355)



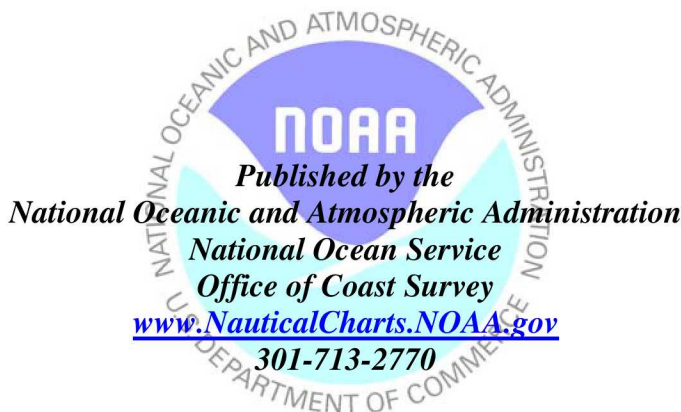
A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ✓ Complete, reduced scale nautical chart
- ✓ Print at home for free
- ✓ Convenient size
- ✓ Up to date with all Notices to Mariners
- ✓ United States Coast Pilot excerpts
- ✓ Compiled by NOAA, the nation's chartmaker.



Approximate Page Index					
4	5	6	7	8	9
10	11	12	13	14	15
16	17	18	19	20	21
22	23	24	25	26	27

Home Edition (not for sale)



What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

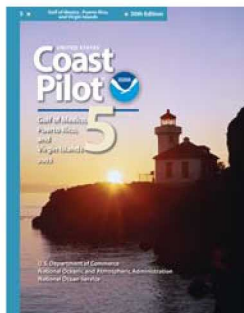
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 5, Chapter 9 excerpts]

(106) **Timbalier Bay** and **Terrebonne Bay** are large shoal-water bays separated from the Gulf by a chain of low sand islands.

(125) **Houma Navigation Canal** extends in a NW direction from Cat Island Pass for about 8 miles across Terrebonne Bay, thence in a landcut in a N direction for about 23 miles to an intersection with the Intracoastal Waterway about 1 mile below Houma.

(130) **Houma**, the parish seat of Terrebonne Parish, is at the head of the Navigation Canal,

about 32 miles above the entrance. The principal industries are seafood, petroleum, natural gas, sulphur, and sugar and molasses. The area is important in agriculture and cattle raising.

(193) **Deer Island**, on the E side of the Lower Atchafalaya River entrance, can be approached through a short dredged channel just SW of

the island. The entrance is marked by a daybeacon. The channel has a reported depth of 4 feet.

(194) Fog is most frequent during January, February, and March. S winds bring it in, and N winds clear it away.

(197) **Lower Atchafalaya River** flows S into the NE corner of Atchafalaya Bay; it is the outlet for an extensive system of S Louisiana lakes and bayous known as the Atchafalaya navigation system, an inside passage to the Mississippi River about 180 miles above New Orleans.

(198) The Lower Atchafalaya River leads N from Atchafalaya Bay through Berwick Bay, thence W through Berwick Lock, and joins Bayou Teche 8 miles above the Berwick Lock near Patterson.

(203) **Bayou Chene** extends from Avoca Island Cutoff to join and become part of the Intracoastal Waterway. In May 2002, the controlling depth was 9 feet (11 feet at midchannel) from the cutoff to the Intracoastal Waterway.

(204) **Little Wax Bayou**, which branches W from the Lower Atchafalaya about 13.5 miles above the mouth, is part of the Intracoastal Waterway.

(205) **Bayou Boeuf**, also part of the Intracoastal Waterway and described in chapter 12, joins the Lower Atchafalaya from E at Morgan City. The Intracoastal Waterway follows Lower Atchafalaya S for 2.5 miles to Little Wax Bayou.

(206) An alternate route of the Intracoastal Waterway, from Morgan City N to Port Allen on the Mississippi River and Bayou Grosse Tete, is described in chapter 12.

(207) **Berwick Bay** is the section of the Lower Atchafalaya from Bayou Boeuf N to Sixmile Lake. Morgan City is on the E side of the bay and Berwick on the W side.

(208) Three bridges across Berwick Bay link Morgan City and Berwick.

(214) **Port of Morgan City** is at the confluence of Atchafalaya River and the Intracoastal Waterway about 35 miles from deep water in the Gulf of Mexico. The port limits include the E quarter of the Parish of St. Marys from 91°17.4'W. to Bayous Boeuf and Chene, and from Sixmile Lake to the mouth of Atchafalaya River. Numerous inland waterways that radiate from the port make it a center for offshore oil exploration and development.

(215) **Morgan City**, on the E side of Berwick Bay, has several landings with ample depths for river boats; vessels generally go alongside, because of the depths and currents in the river. The principal industries are fishing, ship building, cement, petroleum, carbon black, chemicals, sulfur, salt, menhaden, and some agriculture in the raising of rice and sugar. The city has ice and cold storage plants. Tugs up to 4,500 hp operate from Morgan City.

(216) The Young Memorial Vocational Training Center, a school for navigation, seamanship, and marine and electrical engineering, is located in Morgan City.

(224) **Berwick**, opposite Morgan City on the W side of Berwick Bay, has several seafood, fertilizer, and chemical plants, a shipyard, and several oil company bases. The shipyard has several floating drydocks, the largest of which can handle vessels to 2,000 tons, 200 feet long, 79-foot beam, and 16-foot draft for general repairs; a 25-ton crane is available. Gasoline, diesel fuel, water, ice, and marine supplies are available.

(226) **Bayou Teche** is a navigable waterway in S Louisiana parallel to and 35 miles W of the Mississippi River, meandering NW for about 93 miles from its junction with Lower Atchafalaya River, about 8 miles W of **Berwick Lock**, to its sources in St. Landrys Parish.

(230) The St. Mary Parish highway bridge about 7 miles above Berwick Lock at **Patterson** has a swing span with a clearance of 6 feet.

Table of Selected Chart Notes

CAUTION
Hydrography from the surveys of 1934

HEIGHTS
Heights in feet above Mean High Water.

INTRACOASTAL WATERWAY AIDS
The U.S. Aids to Navigation System is designed for use with nautical charts and the exact meaning of an aid to navigation may not be clear unless the appropriate chart is consulted.
Aids to navigation marking the Intracoastal Waterway exhibit unique yellow symbols to distinguish them from aids marking other waterways.
When following the Intracoastal Waterway westward from Carrabelle, Florida to Brownsville, Texas, aids with yellow triangles should be kept on the starboard side of the vessel and aids with yellow squares should be kept on the port side of the vessel.
A horizontal yellow band provides no lateral information, but simply identifies aids to navigation as marking the Intracoastal Waterway.

CAUTION
BASCULE BRIDGE CLEARANCES
For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

INTRACOASTAL WATERWAY
Project Depths
12 feet Carrabelle, FL to Brownsville, TX.
The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners.
Distances
The Waterway is indicated by a magenta line. Mileage distances shown along the Waterway are in Statute Miles, based on zero at Harvey Lock, LA, and are indicated thus:
Tables for converting Statute Miles to International Nautical Miles are given in U.S. Coast Pilot 5.

RADAR REFLECTORS
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

CAUTION
Small craft operators are warned to beware of severe water turbulence caused by large vessels traversing narrow waterways.

WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

RADAR REFLECTORS
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

AIDS TO NAVIGATION
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

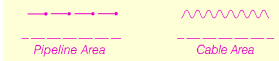
CAUTION
Strong currents from Wax Lake Outlet are reported to set vessels in the waterway to the south.

INTRACOASTAL WATERWAY AIDS
The U.S. Aids to Navigation System is designed for use with nautical charts and the exact meaning of an aid to navigation may not be clear unless the appropriate chart is consulted.
Aids to navigation marking the Intracoastal Waterway exhibit unique yellow symbols to distinguish them from aids marking other waterways.
When following the Intracoastal Waterway westward from Carrabelle, Florida to Brownsville, Texas, aids with yellow triangles should be kept on the starboard side of the vessel and aids with yellow squares should be kept on the port side of the vessel.
A horizontal yellow band provides no lateral information, but simply identifies aids to navigation as marking the Intracoastal Waterway.

CAUTION
Small craft should stay clear of large commercial and government vessels even if small craft have the right-of-way.

All craft should avoid areas where the skin divers flag, a red square with a diagonal white stripe, is displayed.

CAUTION
SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.
Covered wells may be marked by lighted or unlighted buoys.

NOTE
Calumet Floodgates
The operation of the East and West Calumet Floodgates is discontinued. During flood season the East gate is closed, and the West gate is opened upon request. Both gates are open the remainder of the year.

CAUTION
SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.
Covered wells may be marked by lighted or unlighted buoys.

CAUTION
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

PLANE COORDINATE GRID
(based on NAD 1927)
The Louisiana State Grid south zone is indicated by dashed ticks at 10,000 foot intervals. The last three digits are omitted.

ROUTE ABBREVIATIONS
(IW) Intracoastal Waterway, Carrabelle, FL to Brownsville, TX.
(AR) Atchafalaya River route.
(MP) Morgan City to Port Allen, alternate route.
(LR) Morgan City to Port Allen, landside route.

NOTES
Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

ABBREVIATIONS
For Symbols and Abbreviations see Chart No. 1

PLANE COORDINATE GRID
(based on NAD 1927)
The Louisiana State Grid south zone is indicated on this chart by dashed ticks at 10,000 foot intervals. The last three digits are omitted.

All craft should avoid areas where the skin divers flag, a red square with a diagonal white stripe, is displayed.

CAUTION
Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.
Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.
Station positions are shown thus:
○ (Accurate location) o (Approximate location)

Corrected through NM Mar. 22/08, LNM Mar. 11/08

Corrected through NM Mar. 22/08, LNM Mar. 11/08

AIDS TO NAVIGATION
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

Corrected through NM Mar. 22/08, LNM Mar. 11/08

PRINT-ON-DEMAND CHARTS
NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, <http://NauticalCharts.gov>, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>, or help@OceanGrafix.com.

CAUTION
WARNING CONCERNING LARGE VESSELS
The "Rules of the Road" state that recreational boats shall not impede the passage of a vessel that can navigate only within a narrow channel or fairway. Large vessels may appear to move slowly due to their large size but actually transit at speeds in excess of 12 knots, requiring a great distance in which to maneuver or stop. A large vessel's superstructure may block the wind with the result that sailboats and sailboards may unexpectedly find themselves unable to maneuver. Bow and stern waves can be hazardous to small vessels. Large vessels may not be able to see small craft close to their bows.

POLLUTION REPORTS
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

HURRICANES AND TROPICAL STORMS
Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.
Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.
Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

NOTE A
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 5. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 8th Coast Guard District in New Orleans, LA, or at the Office of the District Engineer, Corps of Engineers in New Orleans, LA.
Refer to charted regulation section numbers.

RULES OF THE ROAD
(ABRIDGED)

Motorless craft have the right-of-way in almost all cases. Sailing vessels and motorboats less than sixty-five feet in length shall not hamper, in a narrow channel, the safe passage of a vessel which can navigate only inside that channel.
A motorboat being overtaken has the right-of-way. Motorboats approaching head to head or nearly so should pass port to port.
When motorboats approach each other at right angles or obliquely, the boat on the right has the right-of-way in most cases.
Motorboats must keep to the right in narrow channels when safe and practicable.
Mariners are urged to become familiar with the complete text of the Rules of the Road in U.S. Coast Guard publication "Navigation Rules."

Additional information can be obtained at nauticalcharts.noaa.gov.

SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 5 for important supplemental information.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83) which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.782" northward and 0.342" westward to agree with this chart.

TIDAL INFORMATION

Predicted times for high and low tides at Wine Island in Terrebonne Bay (29°05' - 90°37') may be obtained by subtracting 36 minutes for high water and adding 13 minutes for low water to the times listed for Pensacola, Florida in the tide table. (See inside cover).
In the Intracoastal Waterway between Catahoula Bay and Wax Lake Outlet the periodic tide is negligible.

NOTES

Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

PUBLIC BOATING INSTRUCTION PROGRAMS

The United States Power Squadrons (USPS) and U.S. Coast Guard Auxiliary (USCGAUX), national organizations of boatmen, conduct extensive boating instruction programs in communities throughout the United States. For information regarding these educational courses, contact the following sources:

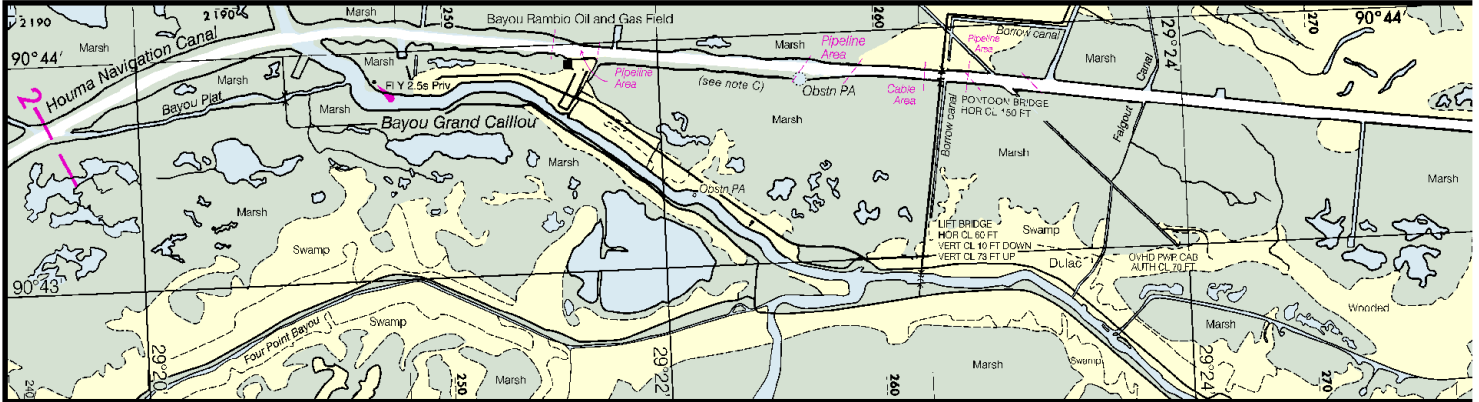
USPS - Local Squadron Commander or USPS Headquarters, 1504 Blue Ridge Road, Raleigh, NC 27607, 888-367-8777

USCGAUX - COMMANDER (OAX), Eighth Coast Guard District, Hale Boggs Federal Building, Suite 1126, 500 Poydras Street, New Orleans, LA 70130, 800-524-8835 or USCG Headquarters, Office of the Chief Director (G-OCX), 2100 Second Street, SW, Washington, DC 20593

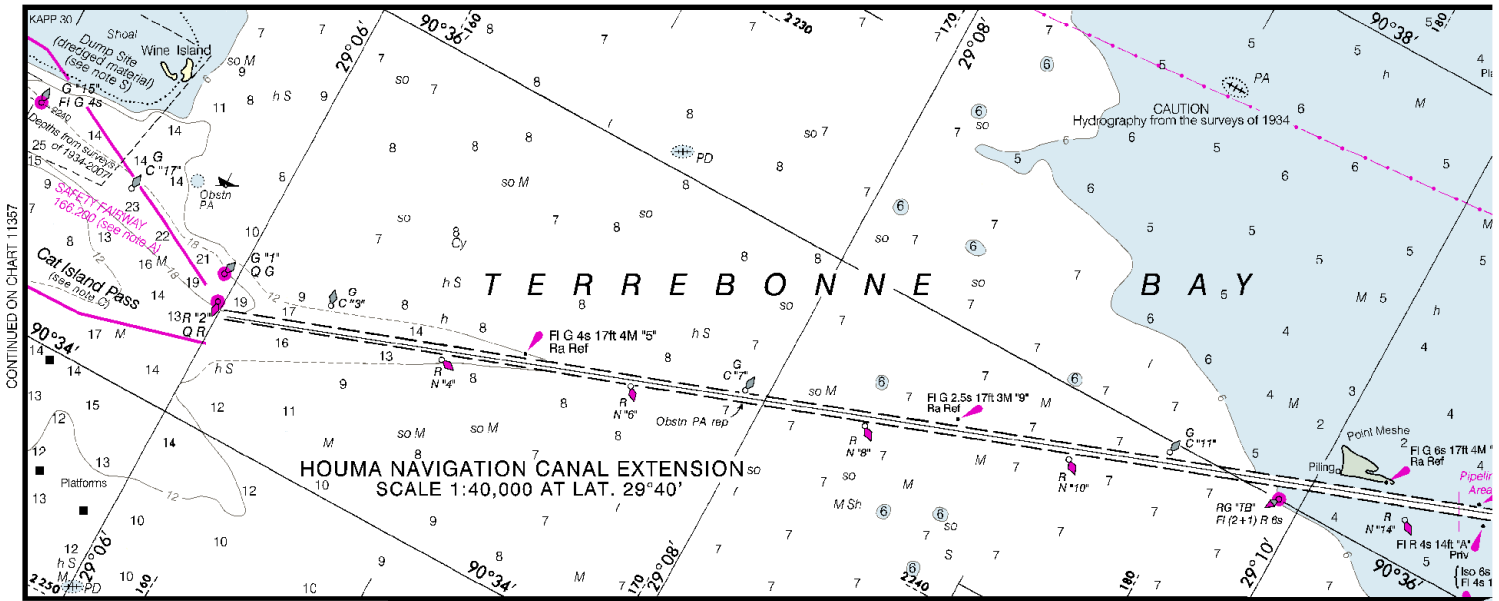
HOUMA NA

The controlling depth within 10 feet from the edge in Terrebonne Bay (29°06' N, 90°06' W) is 15 feet to E from Bayou Pelton; then the Intracoastal Waterway

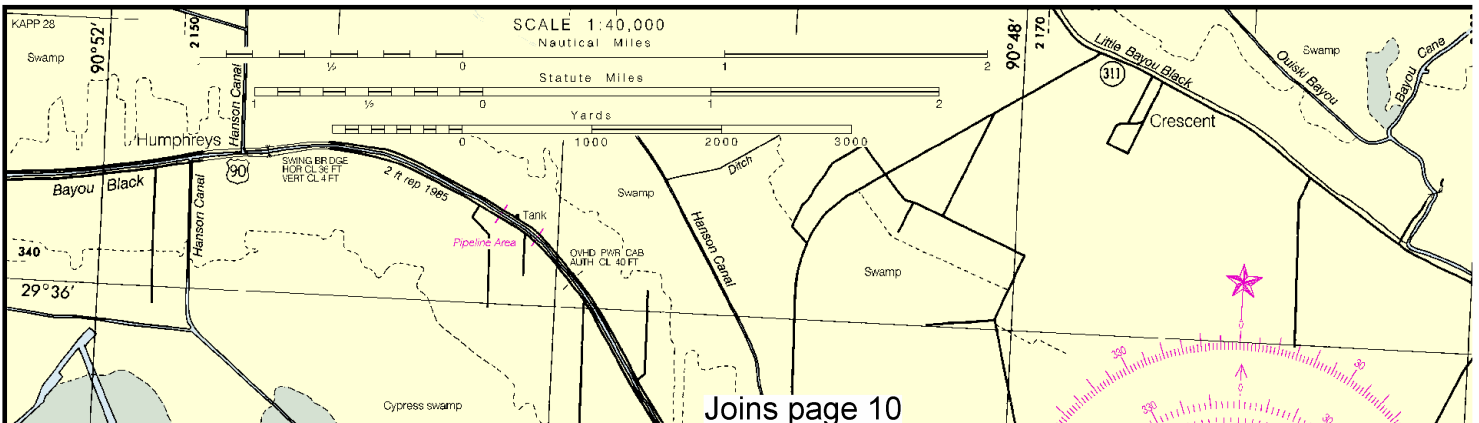
KAPP 29 CONTINUED ON CHART 11352



CONTINUED ON CHART 11352



CONTINUED ON CHART 11357



Joins page 10

Printed at reduced scale.

SCALE 1:40,000 Nautical Miles

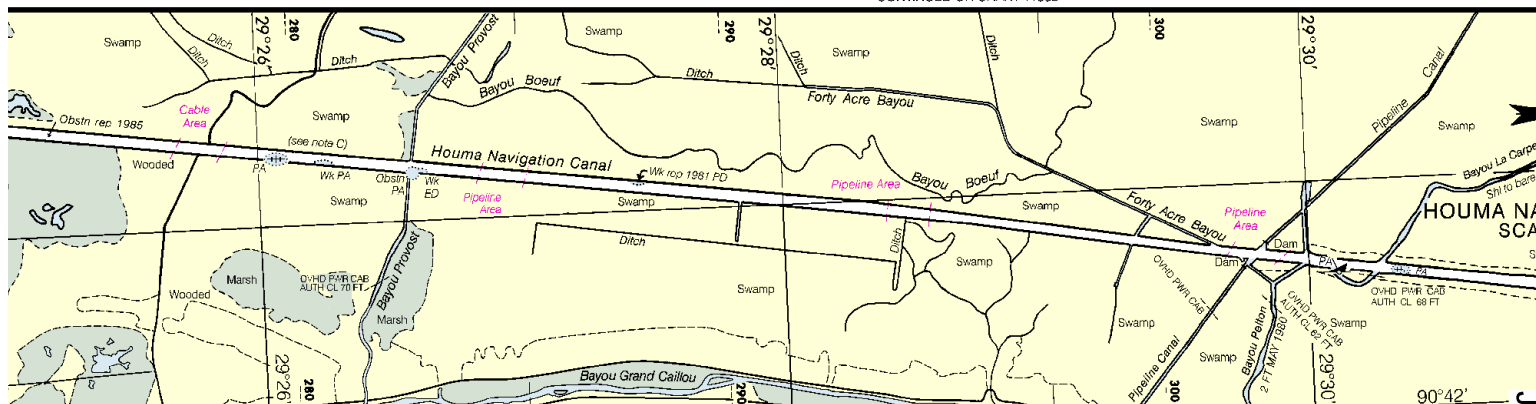
See Note on page 5.



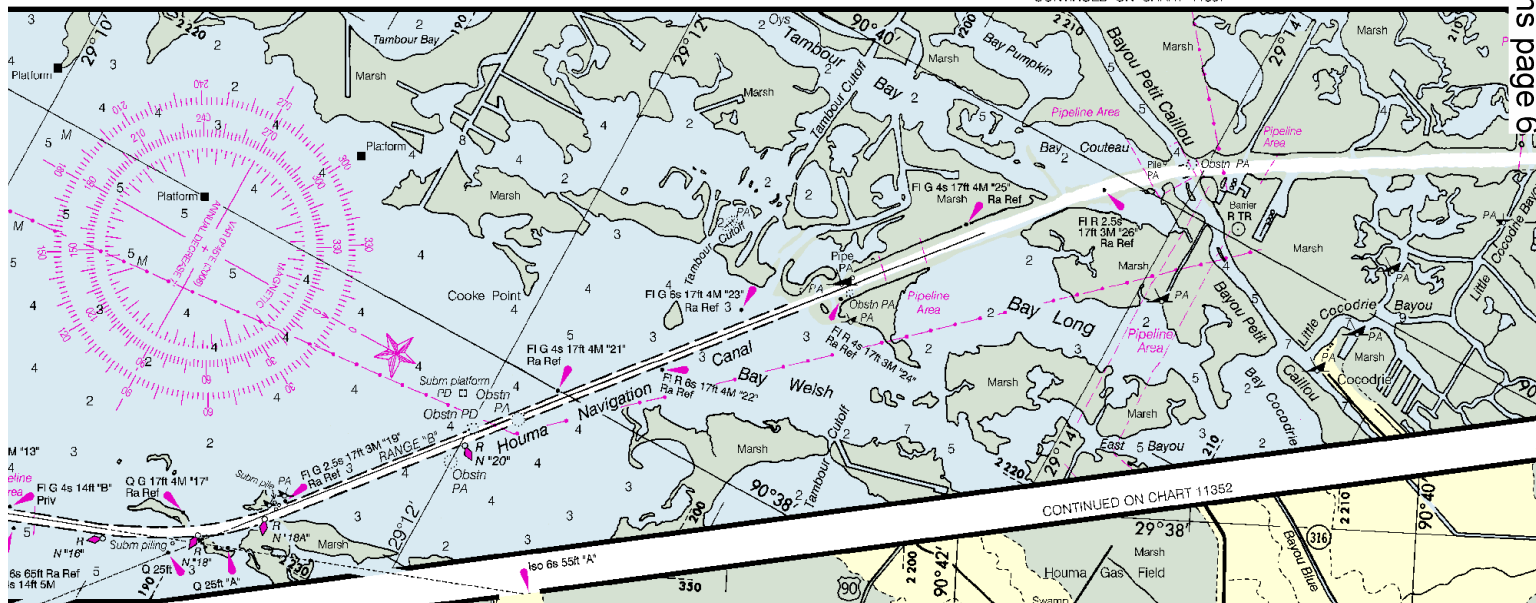
NOTE C
 NAVIGATION CANAL
 was 6 feet through Cat Island Pass;
 entrance of the improved channel
 6°00'N, 90°34'30"W, to Bayou Point
 Bayou Grand Caillou; thence 10
 feet to the junction with
 Bayou.

Sep 2008 - Nov 2009

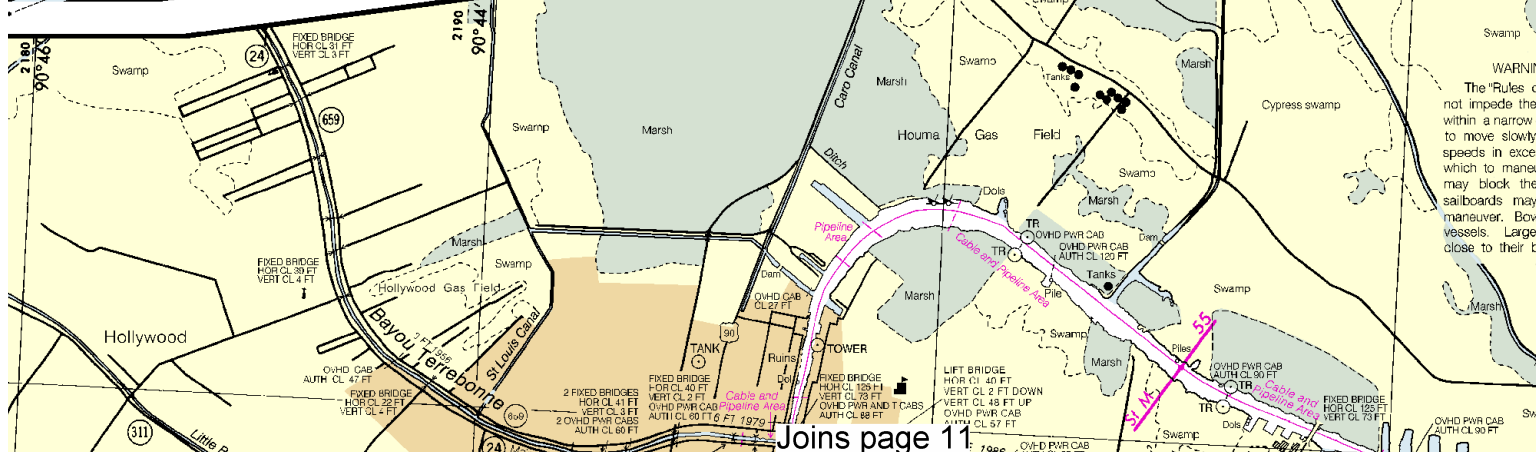
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HURRICANE
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Joins page 6

Joins page 11

WARNING
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This BookletChart was reduced to 75% of the original chart scale.
 The new scale is 1:53333. Barscales have also been reduced and
 are accurate when used to measure distances in this BookletChart.

HURRICANES AND TROPICAL STORMS

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Motorless craft have the right-of-way in almost all cases. Sailing vessels and motorboats less than sixty-five feet in length shall not hamper, in a narrow channel, the safe passage of a vessel which can navigate only inside that channel.

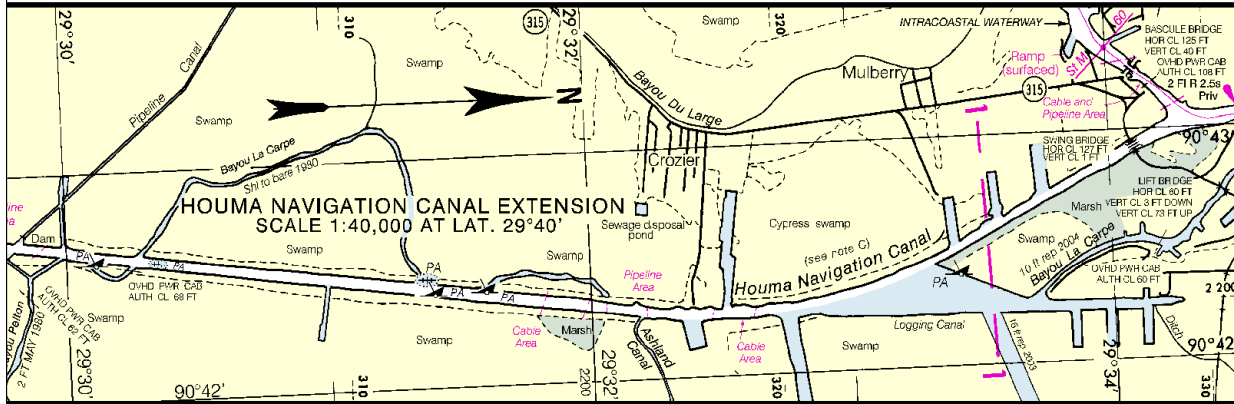
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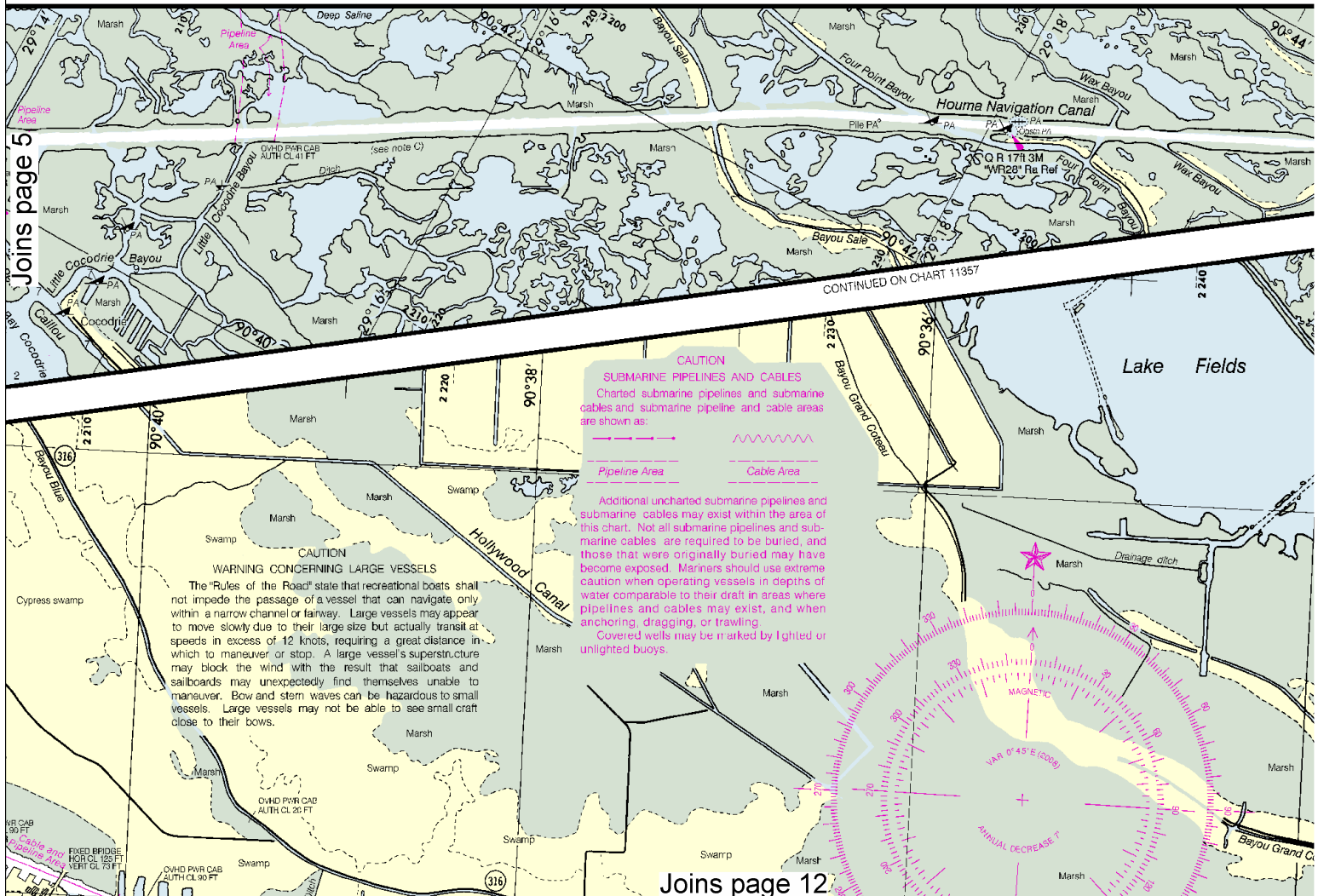
Motorboats must keep to the right in narrow channels when safe and practicable.

Mariners are urged to become familiar with the complete text of the Rules of the Road in U.S. Coast Guard publication "Navigation Rules."

Formerly 679-SC, 1st Edition 1972



JOINS BOTTOM PANEL AT HOUMA



Joins page 12

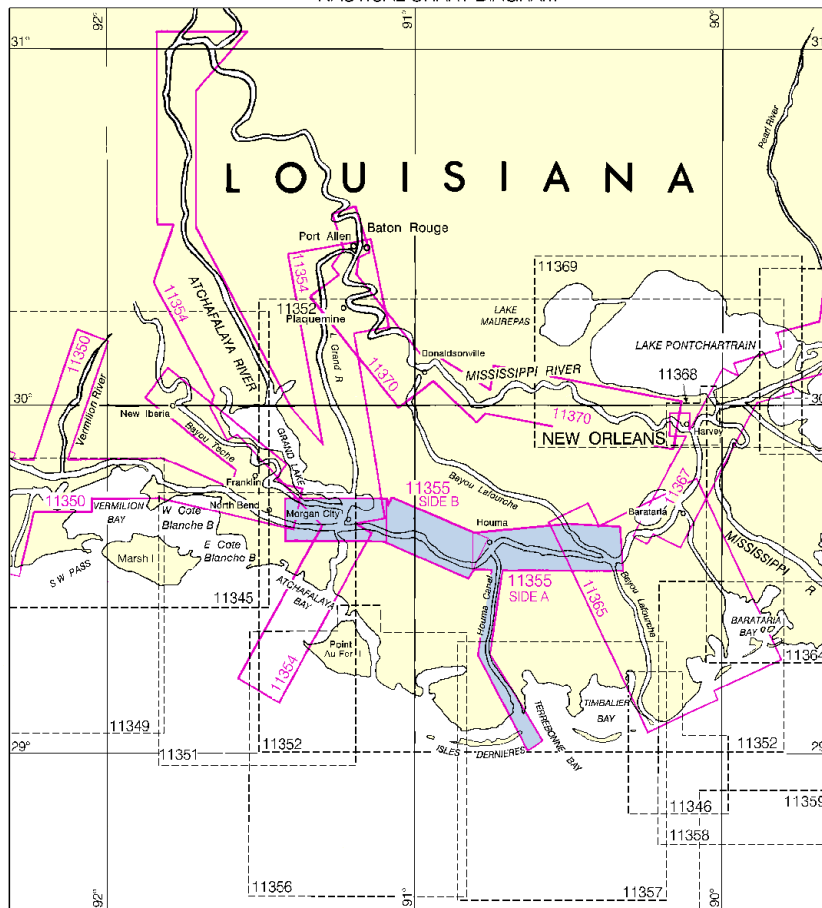
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SCALE 1:40,000
Nautical Miles

See Note on page 5.



NAUTICAL CHART DIAGRAM



MARINE WEATHER
NATIONAL WEATHER
CITY
New Orleans, LA

*Recording (24 hours)

NOAA WEATHER
CITY
New Orleans, La
Baton Rouge, La
Morgan City, La

BROADCASTS OF MARINE
CITY

New Orleans, La

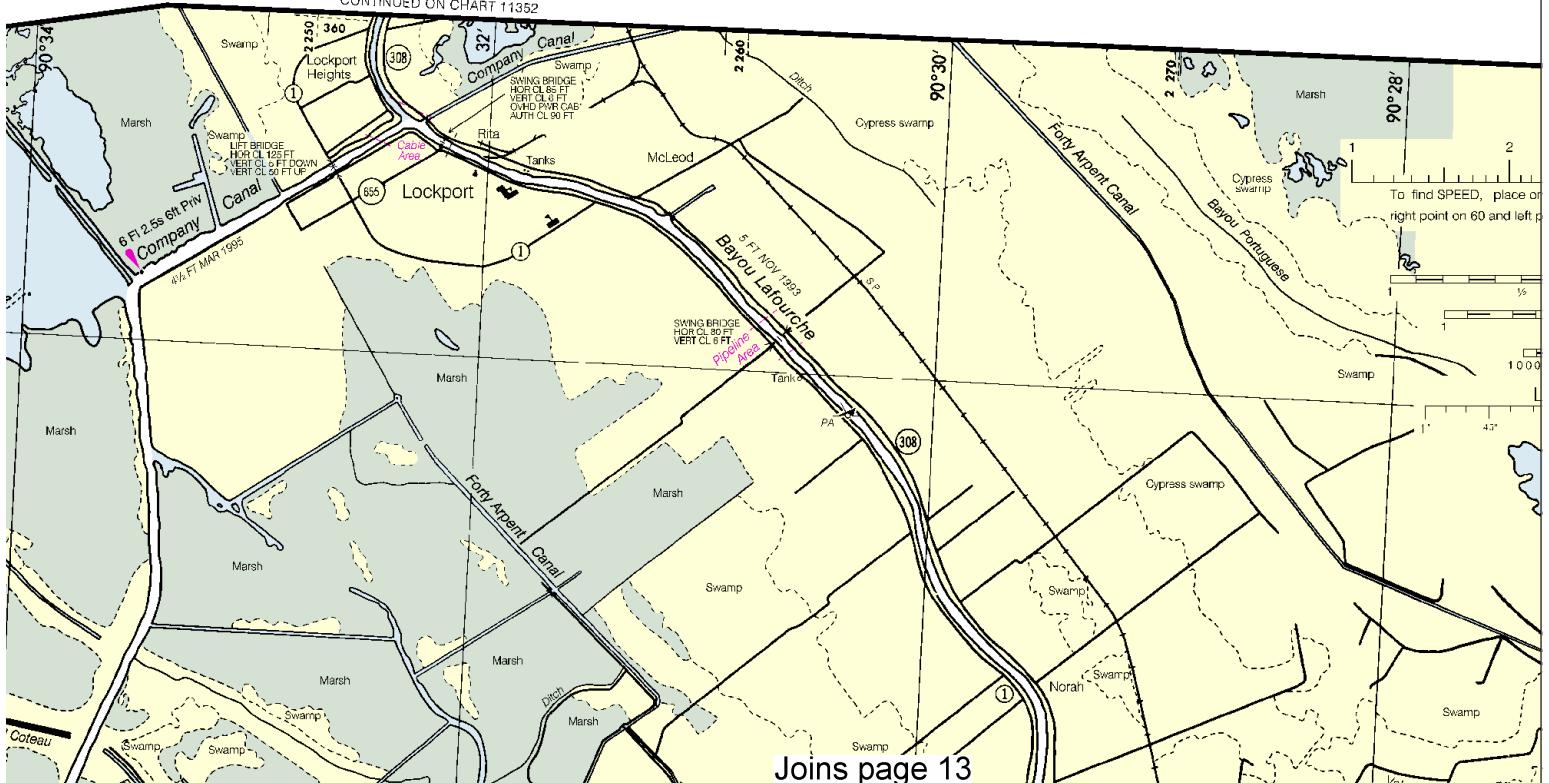
Grand Isle, La

Berwick, La

Distress calls for sma
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Joins page 8

CONTINUED ON CHART 11352



This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0710 2/16/2010,
NGA Weekly Notice to Mariners: 0910 2/27/2010,
Canadian Coast Guard Notice to Mariners: n/a .

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Heights in feet above Mean High Water.

For Symbols and Abbreviations see Chart No. 1

CITY		TELEPHONE NUMBERS	
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*Recording (24 hours daily)

OFFICE HOURS

8:00 AM-4:00 PM (Mon.-Fri.)

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Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83) which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.782' northward and 0.342' westward to agree with this chart.

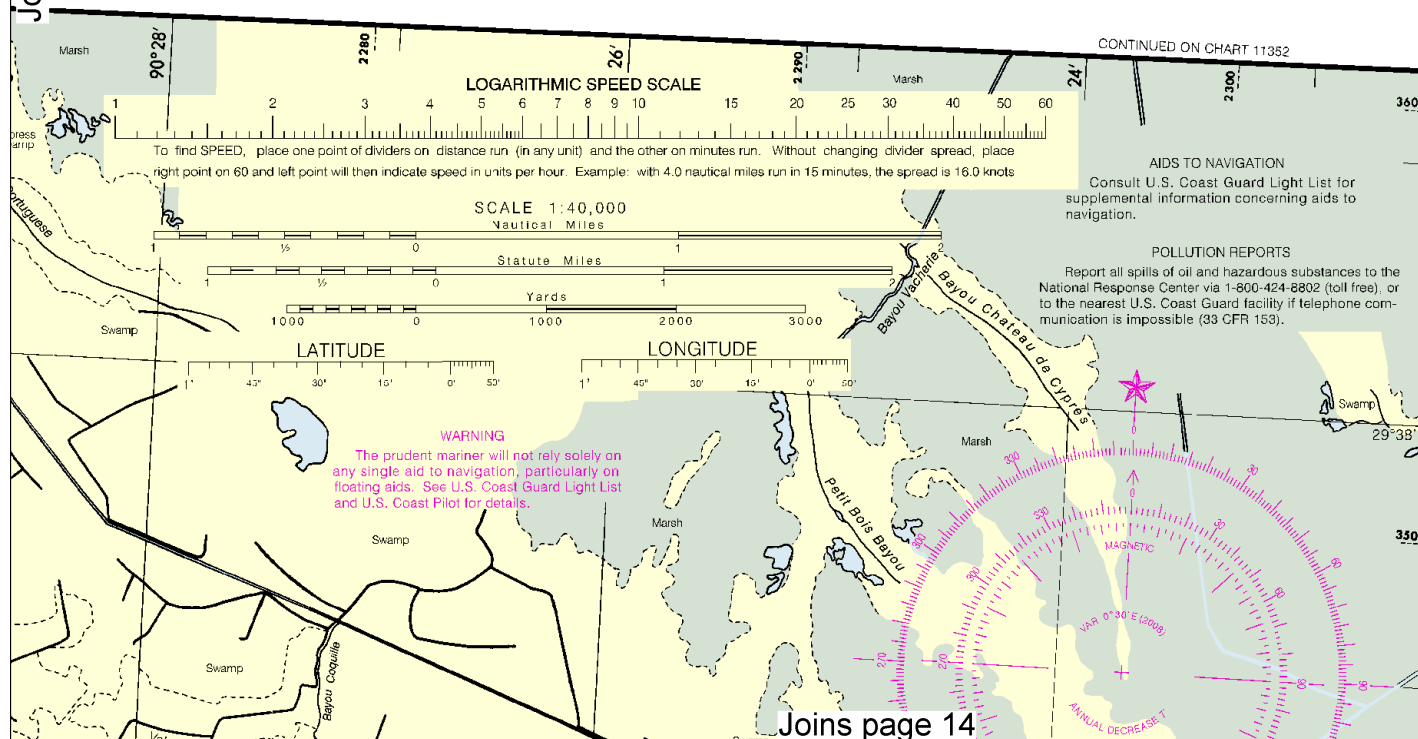
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In the Intracoastal Waterway between Catfish Bay and Wax Lake Outlet the periodic tide is negligible.

Consult U.S. Coast Pilot 5 for important supplemental information.

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 5. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 8th Coast Guard District in New Orleans, LA, or at the Office of the District Engineer, Corps of Engineers in New Orleans, LA.

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.



SCALE 1:40,000
Nautical Miles

See Note on page 5.



MERCATOR PROJECTION, SCALE 1:40,000 AT LAT. 29° 40'
SOUNDINGS IN FEET AT MEAN LOWER LOW WATER
North American Datum of 1983
(World Geodetic System 1984)



THE NATION'S CHARTMAKER SINCE 1807

NAUTICAL CHART
11355
INTRACOASTAL
WATERWAY

INTRACOASTAL WATERWAY
Project Depths
12 feet Carrabelle, FL to Brownsville, TX.
The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners.
Distances
The Waterway is indicated by a magenta line.
Mileage distances shown along the Waterway are in Statute Miles, based on zero at Harvey Lock, LA, and are indicated thus: —●—
Tables for converting Statute Miles to International Nautical Miles are given in U.S. Coast Pilot 5.
Courses are TRUE and must be CORRECTED for any variation and compass deviation.

PLANE COORDINATE GRID
(based on NAD 1927)
The Louisiana State Grid south zone is indicated on this chart by dashed ticks at 10,000 foot intervals. The last three digits are omitted.

LOUISIANA
**CATAHOULA BAY TO
WAX LAKE OUTLET
INCLUDING THE HOUMA
NAVIGATION CANAL**

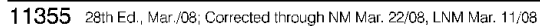


NSN 7642014010227
NGA REFERENCE NO. 11XHA11355



ED. NO. 28

Chart 11355 28th Ed., Mar./08 ■
Corrected through NM Mar. 22/08, LNM Mar. 11/08
Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY
Additional information can be obtained at nauticalcharts.noaa.gov.



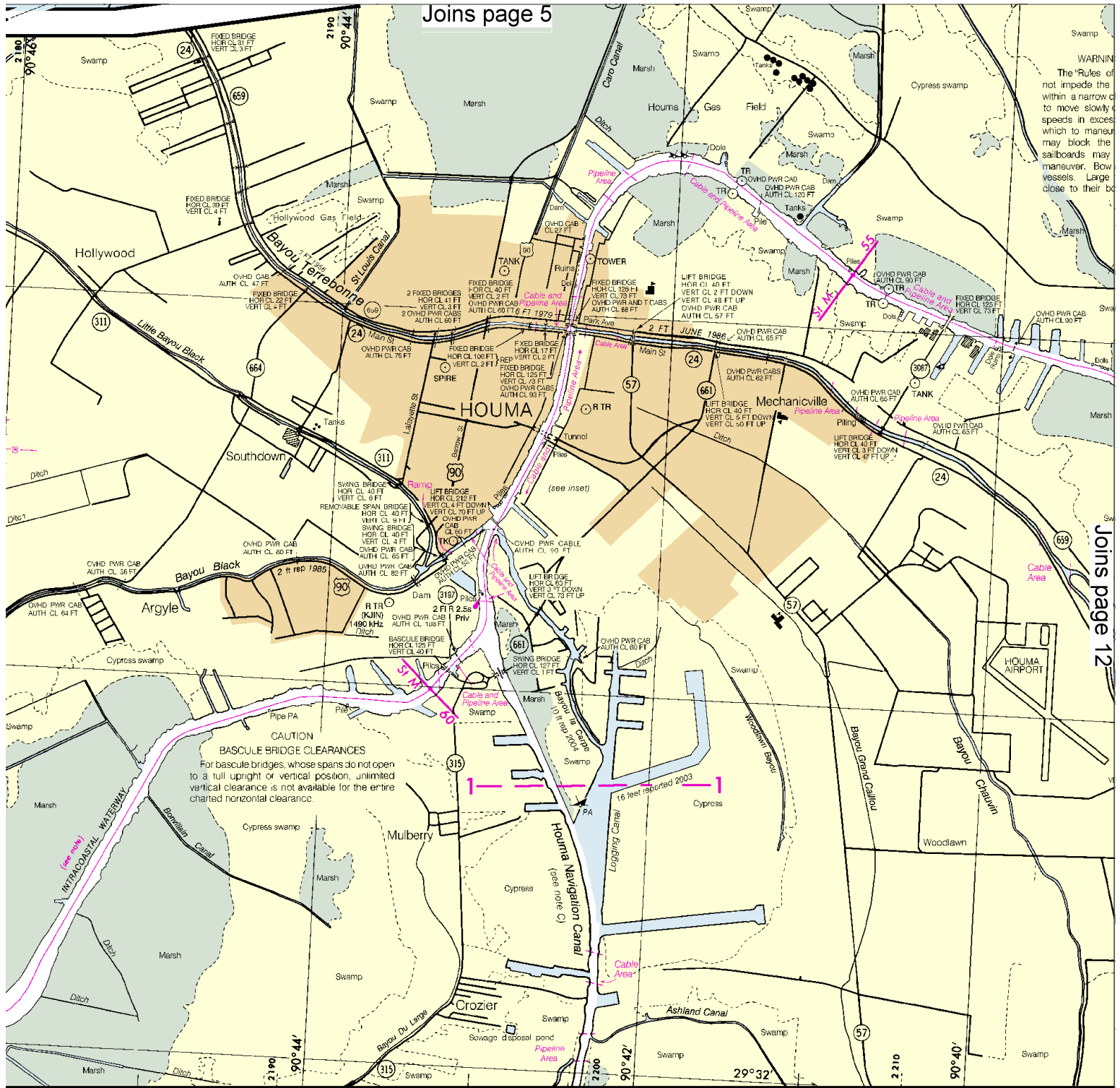
CONTINUED

	T Day h.
1 082 Tu 200	
2 093 W 210	
3 102 Th 219	

SCALE 1:40,000
Nautical Miles

See Note on page 5.





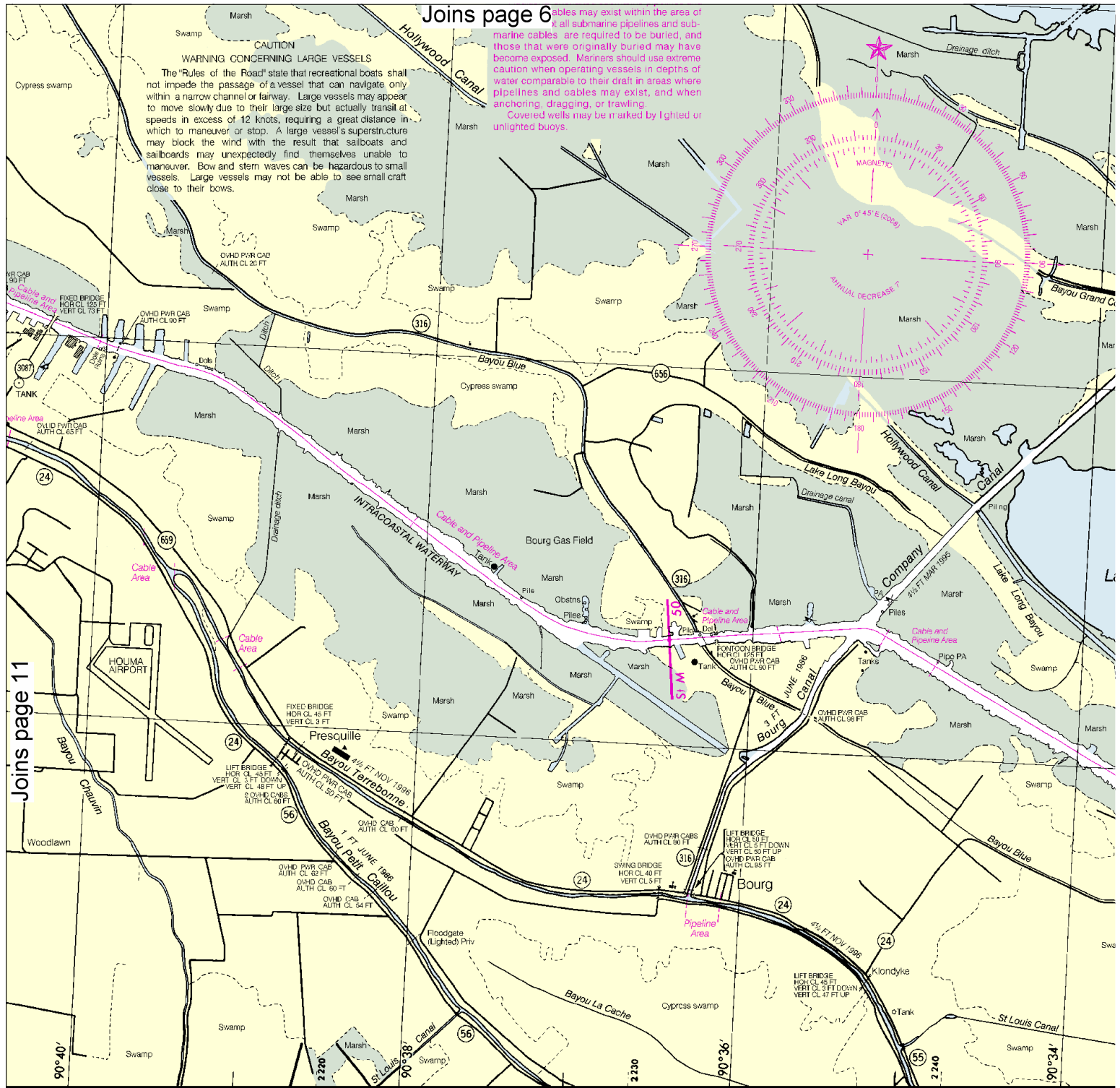
ITINUED ON CHART 11352

JOINS HOUMA NAVIGATION CANAL EXTENSION

PENSACOLA, FLORIDA

Predicted times and heights of high and low water. Current Standard Time. For Daylight Saving time, add 1 hour. To predict local time, apply the time difference listed in the locality tabulations to those for predictions here.

JULY 2008		AUGUST 2008		SEPTEMBER 2008		OCTOBER 2008		NOVEMBER 2008		DECEMBER 2008		JANUARY 2009		FEBRUARY 2009		MARCH 2009	
Time	Day	Time	Day	Time	Day	Time	Day	Time	Day	Time	Day	Time	Day	Time	Day	Time	Day
829	1	1021	1	1004	1	1001	1	1048	1	1122	1	1003	1	1001	1	1131	1
005	2	2121	2	0543	2	0524	2	2354	2	1144	2	0025	2	1002	2	2352	2
931	3	1118	3	1101	3	1092	3	1156	3	1214	3	1003	3	1002	3	1402	3
106	4	2135	4	0543	4	0524	4	2354	4	1144	4	0025	4	1002	4	2352	4
028	5	1205	5	1188	5	1179	5	1242	5	1300	5	1003	5	1002	5	1402	5
157	6	2155	6	0543	6	0524	6	2354	6	1144	6	0025	6	1002	6	2352	6
028	7	1205	7	1188	7	1179	7	1242	7	1300	7	1003	7	1002	7	1402	7
157	8	2155	8	0543	8	0524	8	2354	8	1144	8	0025	8	1002	8	2352	8
028	9	1205	9	1188	9	1179	9	1242	9	1300	9	1003	9	1002	9	1402	9
157	10	2155	10	0543	10	0524	10	2354	10	1144	10	0025	10	1002	10	2352	10
028	11	1205	11	1188	11	1179	11	1242	11	1300	11	1003	11	1002	11	1402	11
157	12	2155	12	0543	12	0524	12	2354	12	1144	12	0025	12	1002	12	2352	12
028	13	1205	13	1188	13	1179	13	1242	13	1300	13	1003	13	1002	13	1402	13
157	14	2155	14	0543	14	0524	14	2354	14	1144	14	0025	14	1002	14	2352	14
028	15	1205	15	1188	15	1179	15	1242	15	1300	15	1003	15	1002	15	1402	15
157	16	2155	16	0543	16	0524	16	2354	16	1144	16	0025	16	1002	16	2352	16
028	17	1205	17	1188	17	1179	17	1242	17	1300	17	1003	17	1002	17	1402	17
157	18	2155	18	0543	18	0524	18	2354	18	1144	18	0025	18	1002	18	2352	18
028	19	1205	19	1188	19	1179	19	1242	19	1300	19	1003	19	1002	19	1402	19
157	20	2155	20	0543	20	0524	20	2354	20	1144	20	0025	20	1002	20	2352	20
028	21	1205	21	1188	21	1179	21	1242	21	1300	21	1003	21	1002	21	1402	21
157	22	2155	22	0543	22	0524	22	2354	22	1144	22	0025	22	1002	22	2352	22
028	23	1205	23	1188	23	1179	23	1242	23	1300	23	1003	23	1002	23	1402	23
157	24	2155	24	0543	24	0524	24	2354	24	1144	24	0025	24	1002	24	2352	24
028	25	1205	25	1188	25	1179	25	1242	25	1300	25	1003	25	1002	25	1402	25
157	26	2155	26	0543	26	0524	26	2354	26	1144	26	0025	26	1002	26	2352	26
028	27	1205	27	1188	27	1179	27	1242	27	1300	27	1003	27	1002	27	1402	27
157	28	2155	28	0543	28	0524	28	2354	28	1144	28	0025	28	1002	28	2352	28
028	29	1205	29	1188	29	1179	29	1242	29	1300	29	1003	29	1002	29	1402	29
157	30	2155	30	0543	30	0524	30	2354	30	1144	30	0025	30	1002	30	2352	30
028	31	1205	31	1188	31	1179	31	1242	31	1300	31	1003	31	1002	31	1402	31
157		2155		0543		0524		2354		1144		0025		1002		2352	



CAUTION
WARNING CONCERNING LARGE VESSELS
The "Rules of the Road" state that recreational boats shall not impede the passage of a vessel that can navigate only within a narrow channel or fairway. Large vessels may appear to move slowly due to their large size but actually transit at speeds in excess of 12 knots, requiring a great distance in which to maneuver or stop. A large vessel's superstructure may block the wind with the result that sailboats and sailboards may unexpectedly find themselves unable to maneuver. Bow and stern waves can be hazardous to small vessels. Large vessels may not be able to see small craft close to their bows.

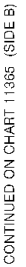
ables may exist within the area of
all submarine pipelines and submarine
cables are required to be buried, and
those that were originally buried may have
become exposed. Mariners should use extreme
caution when operating vessels in depths of
water comparable to their draft in areas where
pipelines and cables may exist, and when
anchoring, dragging, or trawling.
Covered wells may be marked by lighted or
unlighted buoys.

Joins page 11

FEBRUARY 2009			MARCH 2009			APRIL 2009			MAY 2009			JUNE 2009		
Time	Day	HI.	Time	Day	HI.	Time	Day	HI.	Time	Day	HI.	Time	Day	HI.
0-1	15	0222	0-4	16	0009	0-3	17	0144	0-3	18	0308	0-3	19	0532
0-5	16	0222	0-3	17	0144	0-3	18	0308	0-3	19	0532	0-3	20	0532
0-5	17	0342	0-4	18	0308	0-3	19	0532	0-3	20	0532	0-3	21	0532
0-5	18	0449	0-5	19	0532	0-3	20	0532	0-3	21	0532	0-3	22	0532
0-5	19	0449	0-5	20	0532	0-3	21	0532	0-3	22	0532	0-3	23	0532
0-5	20	0449	0-5	21	0532	0-3	22	0532	0-3	23	0532	0-3	24	0532
0-5	21	0449	0-5	22	0532	0-3	23	0532	0-3	24	0532	0-3	25	0532
0-5	22	0449	0-5	23	0532	0-3	24	0532	0-3	25	0532	0-3	26	0532
0-5	23	0449	0-5	24	0532	0-3	25	0532	0-3	26	0532	0-3	27	0532
0-5	24	0449	0-5	25	0532	0-3	26	0532	0-3	27	0532	0-3	28	0532
0-5	25	0449	0-5	26	0532	0-3	27	0532	0-3	28	0532	0-3	29	0532
0-5	26	0449	0-5	27	0532	0-3	28	0532	0-3	29	0532	0-3	30	0532
0-5	27	0449	0-5	28	0532	0-3	29	0532	0-3	30	0532	0-3	31	0532
0-5	28	0449	0-5	29	0532	0-3	30	0532	0-3	31	0532	0-3		
0-5	29	0449	0-5	30	0532	0-3			0-3			0-3		
0-5	30	0449	0-5			0-3			0-3			0-3		
0-5	31	0449	0-5			0-3			0-3			0-3		

Joins page 18





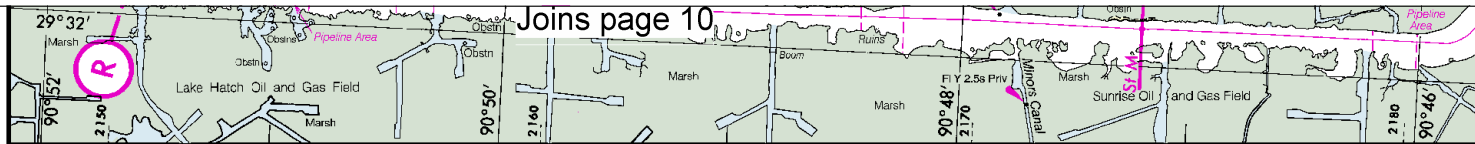
Joins page 20

SCALE 1:40,000
Nautical Miles

See Note on page 5.



SIDE A



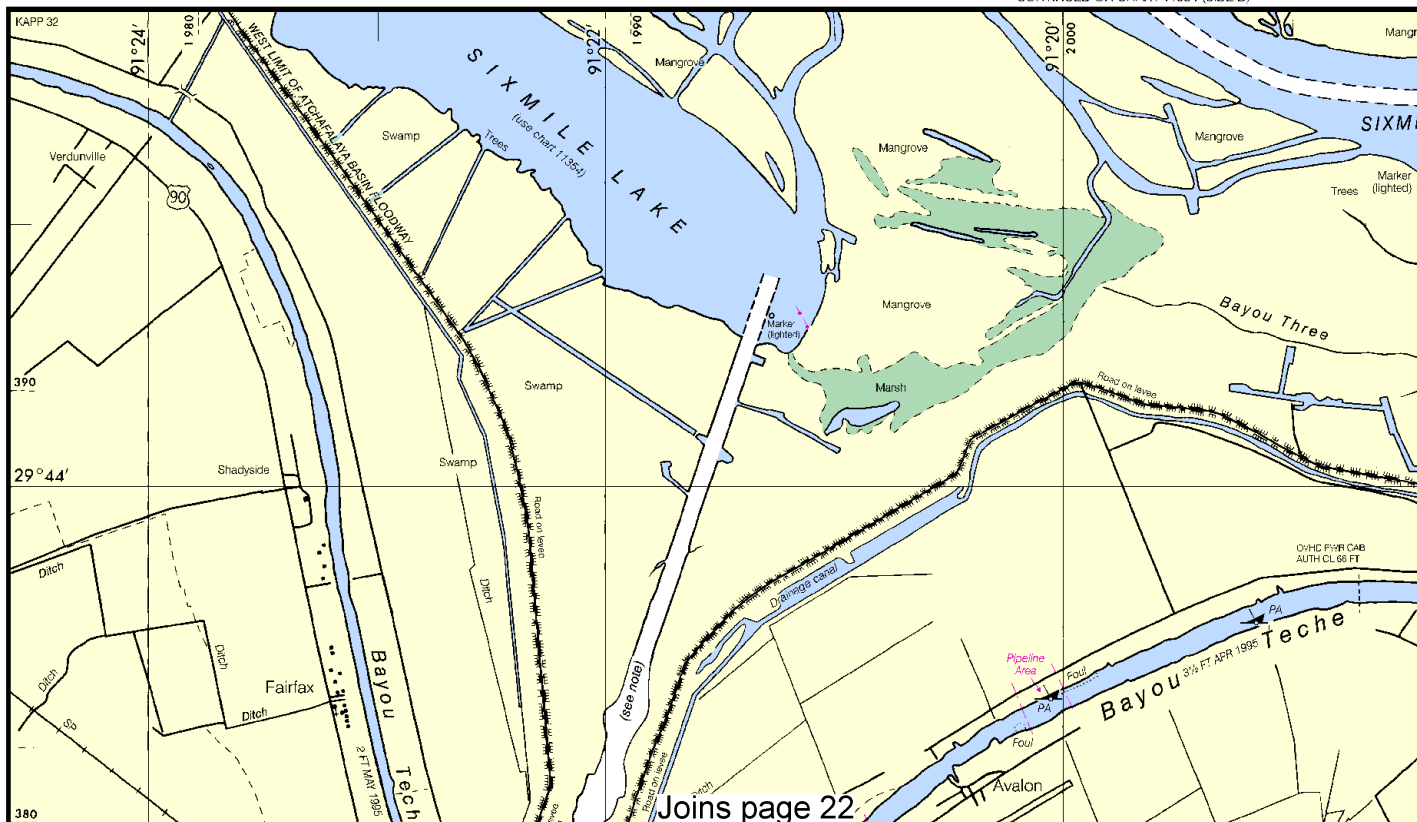
11355 28th Ed., Mar./08; Corrected through NM Mar. 22/08, LNM Mar. 11/08

CONTIN

Joins page 10

MARCH 2008				APRIL 2008				MAY 2008				JUNE 2008			
Day	Time	HI	ft.	Day	Time	HI	ft.	Day	Time	HI	ft.	Day	Time	HI	ft.
1	0446	-0.5		16	0513	-0.6		1	0446	-0.3		16	0406	0.3	
2	1741	1.2		17	0524	-0.5		2	0507	-0.3		17	0524	-0.5	
3	0514	-0.5		18	0519	-0.3		3	0515	-0.2		18	0519	-0.3	
4	0638	-0.6		19	0525	0.0		4	0531	0.4		19	0525	0.0	
5	0959	-0.4		20	0504	0.2		5	0100	0.7		20	0504	0.2	
6	0744	-0.2		21	0509	0.4		6	0958	-0.2		21	0509	0.4	
7	0744	0.0		22	1102	0.9		7	0744	0.0		22	1102	0.9	
8	0044	0.7		23	1109	1.1		8	0044	0.7		23	1109	1.1	
9	0251	0.5		24	1127	1.2		9	0251	0.5		24	1127	1.2	
10	1155	1.1		25	1156	1.3		10	1155	1.1		25	1156	1.3	
11	1235	1.3		26	1257	1.3		11	1235	1.3		26	1257	1.3	
12	1331	1.4		27	0015	-0.2		12	1331	1.4		27	0015	-0.2	
13	0122	-0.5		28	0149	-0.2		13	0122	-0.5		28	0149	-0.2	
14	0301	-0.6		29	0259	-0.3		14	0301	-0.6		29	0259	-0.3	
15	0446	-0.6		30	0347	-0.3		15	0446	-0.6		30	0347	-0.3	

CONTINUED ON CHART 11354 (SIDE B)



Joins page 22

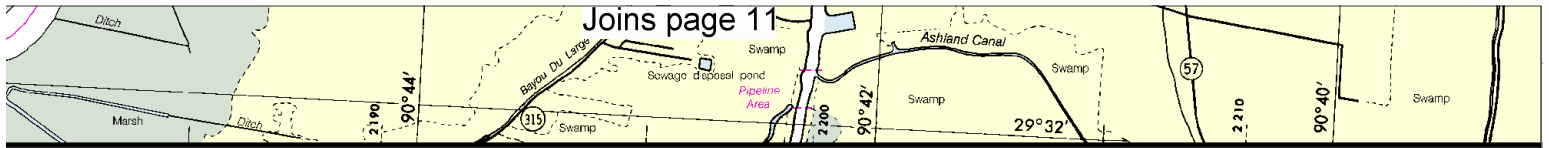
16

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.





CONTINUED ON CHART 11352

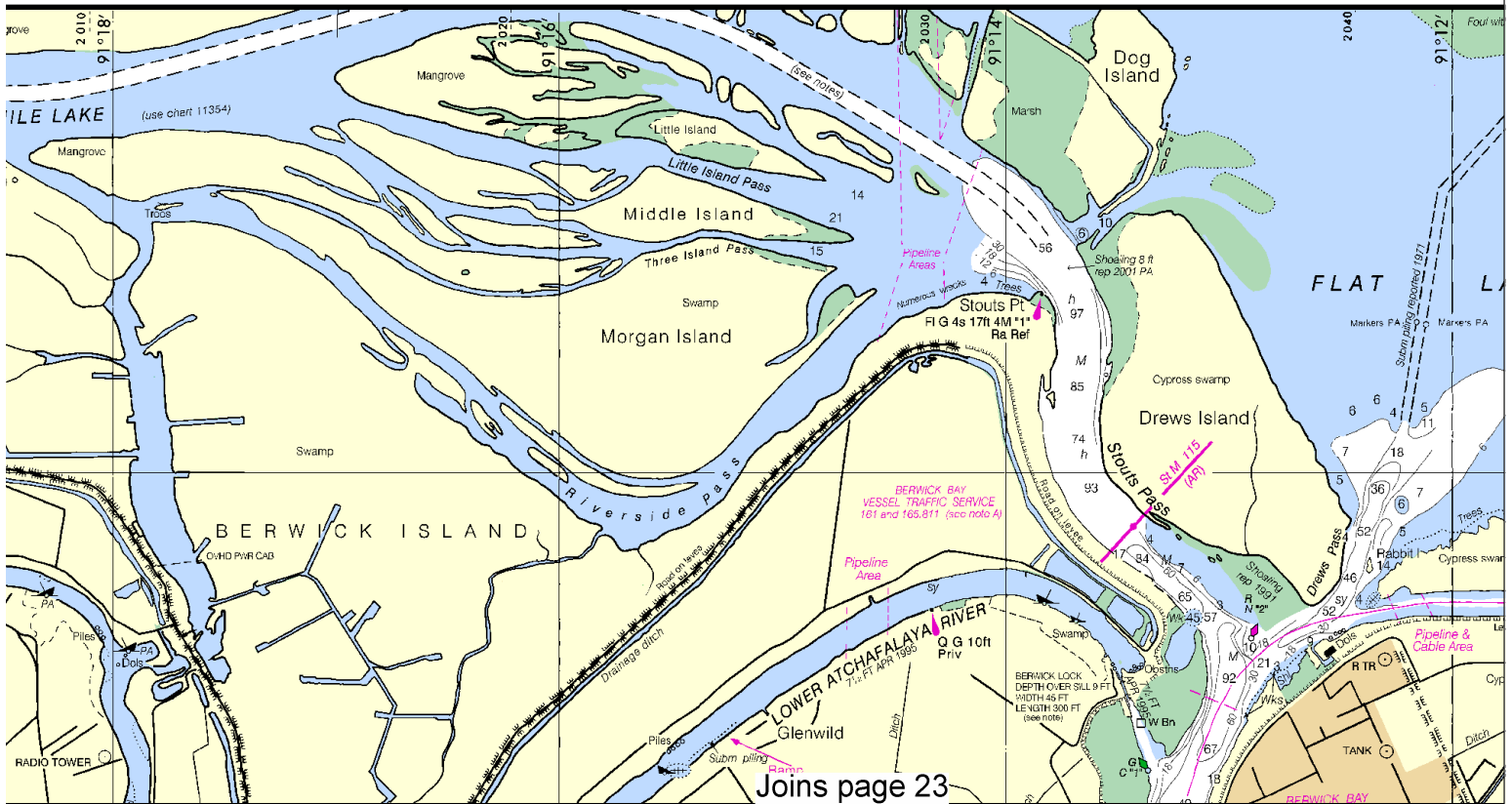
JOINS HOUMA NAVIGATION CANAL EXTENSION

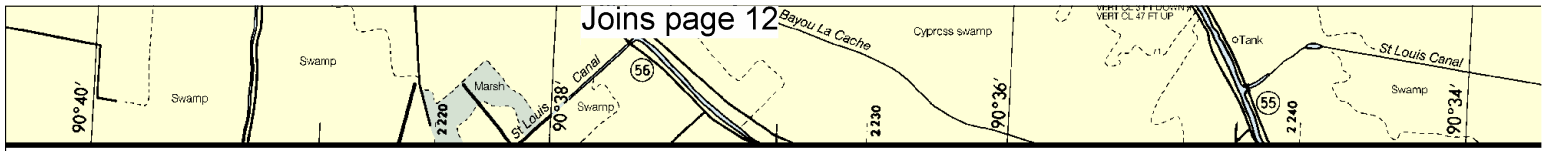
PENSACOLA, FLORIDA											
Predicted times and heights of high and low water Central Standard Time. For Daylight Saving time, add 1 hour. To predict local tide, apply the time difference listed in the facility publications to these tide predictions.											
JULY 2008			AUGUST 2008			SEPTEMBER 2008			OCTOBER 2008		
Time	HT.	Day	Time	HT.	Day	Time	HT.	Day	Time	HT.	Day
029	-2.0	15 0903	-1.8	1 1031	-1.9	15 1010	-1.7	1 0944	0.9	15 0543	0.6
005	-0.7	W 2033	-0.3	F 2121	-0.2	Sa 2019	0.1	M 0924	0.7	Tu 2502	1.4
931	-2.1	17 0845	-1.8	2 1118	1.7	17 1027	1.5	2 0911	1.2	17 0802	0.4
131	-0.7	Tu 2103	-0.4	Sa 2138	0.0	17 1027	1-2	Tu 0918	0.2	F 2344	2.1
028	-2.1	18 1020	1-8	3 1205	1-4	18 1157	1-3	3 0915	1-4	18 0622	0.2
131	-0.7	Tu 2125	-0.3	Su 2127	0.3	W 0941	0.4	Th 1130	-0.2	F 1036	0.2
120	-2.0	19 1003	1-7	4 1258	1-1	19 0216	0.8	4 0935	1-6	19 0903	1-8
236	-0.3	Sa 2139	-0.2	M 2040	0.6	19 0216	0.8	Th 1057	0.4	F 1056	0.1
205	-1.8	20 1127	1-6	5 0306	0.9	20 0121	1.1	5 0109	1-5	20 0559	1-9
259	-0.3	Su 2147	0.0	W 0950	0.7	20 0121	1.1	F 1224	0.3	Sa 1246	0.1
243	-1.5	21 1204	1-3	6 0236	1-1	21 0119	1.3	6 0135	1-7	21 0210	2-0
301	-0.0	W 2145	-0.2	W 1159	0.3	21 0119	1.3	W 1458	0.1	M 1437	0.2
221	-1.1	Tu 2154	-0.4	7 0244	1-3	22 0147	1.5	7 0238	1-7	22 0330	-0.1
239	-0.3	Tu 2154	-0.4	Th 1333	0.3	F 1231	0.2	Sa 1528	0.2	M 1543	-0.1
700	-0.6	23 0443	0-6	8 0312	1-3	23 0236	1.7	8 0410	1-2	23 0425	-0.0
819	-0.4	W 1019	0.7	F 1448	0.4	23 0236	1.7	Th 1448	0.2	W 1552	0.2
514	-1.0	24 0350	1-0	9 0356	1-5	24 0146	1.8	9 0535	1-8	24 0614	2-0
459	-1.2	25 0352	1-3	10 0454	1-8	25 0506	1-9	10 0632	1-8	25 0737	1-8
558	-0.2	F 1423	0.2	Su 1703	0.0	M 1705	-0.2	W 1748	0.1	Th 1749	0.2
518	-1.4	26 0425	-1.5	11 0501	1-7	26 0627	2-0	11 0728	1-8	26 0645	1-5
631	-0.5	Sa 1542	-0.1	M 1801	0.0	26 0627	2-0	Th 1812	1.0	26 0645	1-5
544	-1.3	27 0519	1-7	12 0707	1-7	27 0739	2-1	12 0821	1-7	27 1002	1-3
717	-0.1	Su 1659	-0.3	27 0739	2-1	27 0739	2-1	F 1829	0.3	Sa 1909	1.1
626	-1.6	28 0659	1-9	13 0823	1-8	28 0842	-0.1	13 0820	1-8	28 1054	0.8
910	-0.9	W 1810	-0.4	W 1823	-0.1	28 0842	-0.1	Sa 1837	0.5	28 1054	0.8
720	-1.7	29 0735	2-0	14 0849	-1.8	29 0940	1-8	14 1032	1-4	29 0935	0.6
809	-0.2	Tu 1914	-0.5	Th 1949	-0.1	F 1963	-0.2	Sa 1931	-0.1	29 0935	0.6
954	-0.3	30 0841	2-1	F 2007	0.0	30 1037	1-6	15 0930	0.9	30 0738	0.4
1 0938	31 0938	2-1	Sa 1965	0.5	31 1143	1-3	15 0930	0.9	30 0738	0.4	
1 0938	31 0938	2-1	31 1143	1-3	31 1143	1-3	15 0930	0.9	30 0738	0.4	
1 0938	31 0938	2-1	31 1143	1-3	31 1143	1-3	15 0930	0.9	30 0738	0.4	

NOVEMBER 2008			DECEMBER 2008			JANUARY 2009			FEBRUARY 2009		
Time	HT.	Day	Time	HT.	Day	Time	HT.	Day	Time	HT.	Day
1048	0.0	16 1144	-0.6	1 1122	-0.4	16 0041	1.5	1 0013	0.9	16 0225	3.2
Sa 2030	0.0	W 1247	-0.0	F 1103	-0.2	Th 1102	-0.2	F 0750	3.1	16 0550	0.8
2 1156	-0.1	17 0049	-2.0	2 0014	-1.5	17 0123	1.2	2 0032	0.6	17 0220	-1.1
Su 2030	0.0	M 1243	-0.5	Tu 1146	-0.5	W 1210	-0.3	F 1103	-0.4	M 1548	1.0
2 0542	-1.7	18 0145	1-8	3 0043	1-4	18 0154	0.8	3 0006	0.6	18 0131	-0.4
M 1249	-0.1	Th 1235	-0.4	Th 1204	-0.3	Th 1510	0.5	Th 1714	0.6	Sa 1635	-1.0
4 0127	1.7	19 0236	1-5	4 0106	1-2	19 1026	0.2	4 0057	0.0	19 0411	-3.5
Tu 1206	-0.1	W 1343	-0.1	Th 1212	-0.2	F 1103	-0.1	Su 1704	0.8	M 1716	1.0
5 0208	1.6	20 0322	1-2	5 0110	0.9	20 0426	0.9	5 0339	-0.3	20 0542	-3.6
W 1352	0.0	Th 1343	0.2	F 1207	0.5	Sa 1607	0.9	M 1726	1.0	Tu 1811	1.1
6 0247	1.4	21 1253	0.4	6 0131	0.2	21 0439	-0.2	6 0424	-0.2	21 0602	-3.7
Th 1446	0.1	F 1422	0.9	Sa 1627	0.8	W 1618	-1.1	W 1910	-1.2	Th 1950	-1.4
7 0231	1.2	22 0446	0.4	7 0407	0.2	22 0512	-0.4	7 0526	-0.6	22 0658	-3.7
F 1412	0.3	Sa 1942	1.1	Su 1950	1.0	W 1542	1.3	W 1907	1.4	Th 2003	1.2
8 0505	0.9	23 0521	1.1	8 0402	-0.2	23 0541	-0.1	8 0625	-0.2	23 0737	-3.7
Sa 0529	0.9	Th 1504	1.4	Th 1619	1.3	Th 1919	1.3	Th 2010	1.2	F 2054	-0.4
9 0411	0.6	24 0556	-0.2	9 0506	-0.4	24 0542	-0.6	9 0739	-1.1	24 0811	-3.7
Su 0504	0.6	M 1933	-1.5	Tu 1916	-1.4	W 2004	1.3	F 2112	-1.6	25 0736	1.2
10 0415	0.2	25 0633	-0.3	10 0603	-0.6	25 0734	-1.4	10 0836	-1.1	25 0935	-3.7
Sa 0505	1.2	M 2005	1.2	W 2003	1.6	Th 2052	1.4	Sa 2209	1.6	Th 2209	1.2
11 0544	0.1	26 0715	0.4	11 0711	0.5	26 0858	0.7	11 0804	1.1	11 0926	0.6
Th 0533	1.8	F 2036	1.6	F 2036	1.6	W 2138	1.4	W 2301	1.2	W 0963	-0.1
12 0680	-0.9	27 0804	-0.9	12 0824	-0.9	27 0910	-0.7	12 1002	-0.1	W 0963	-0.1
W 2050	1.8	Th 2134	1.6	F 2156	1.6	Sa 2219	1.4	M 2350	1.1	Th 0721	0.5
13 0747	-0.4	28 0901	-0.4	13 0905	-0.7	28 0953	-0.7	13 1025	-0.6	Th 0721	0.5
Th 1819	-0.4	Sa 2219	1.6	Sa 2219	1.6	W 2253	1.4	W 2357	-3.4	Th 0721	0.5
14 0966	-0.5	29 0987	-0.4	14 1026	-1.0	29 1029	-0.7	14 0036	0.6	14 1027	1.2
F 2247	-2.0	Sa 2302	1.6	Su 2352	1.6	W 2322	1.2	F 1025	-0.3	Sa 2241	-0.2
15 0123	-0.6	30 1044	-0.4	15 1124	-0.9	30 1225	-0.6	15 0123	0.6	15 0123	0.6
Sa 2348	2.0	Su 2341	1.6	Tu 2349	1.1	Th 0543	0.3	F 0816	2.0	Sa 1435	1.0
16 0247	1.4	16 0247	1.4	16 0247	1.4	16 0247	1.4	16 0247	1.4	16 0247	1.4
17 0327	0.1	17 0327	0.1	17 0327	0.1	17 0327	0.1	17 0327	0.1	17 0327	0.1
31 0937	0.1	31 0937	0.1	31 0937	0.1	31 0937	0.1	31 0937	0.1	31 0937	0.1
W 2359	1.8	W 2359	1.8	W 2359	1.8	W 2359	1.8	W 2359	1.8	W 2359	1.8

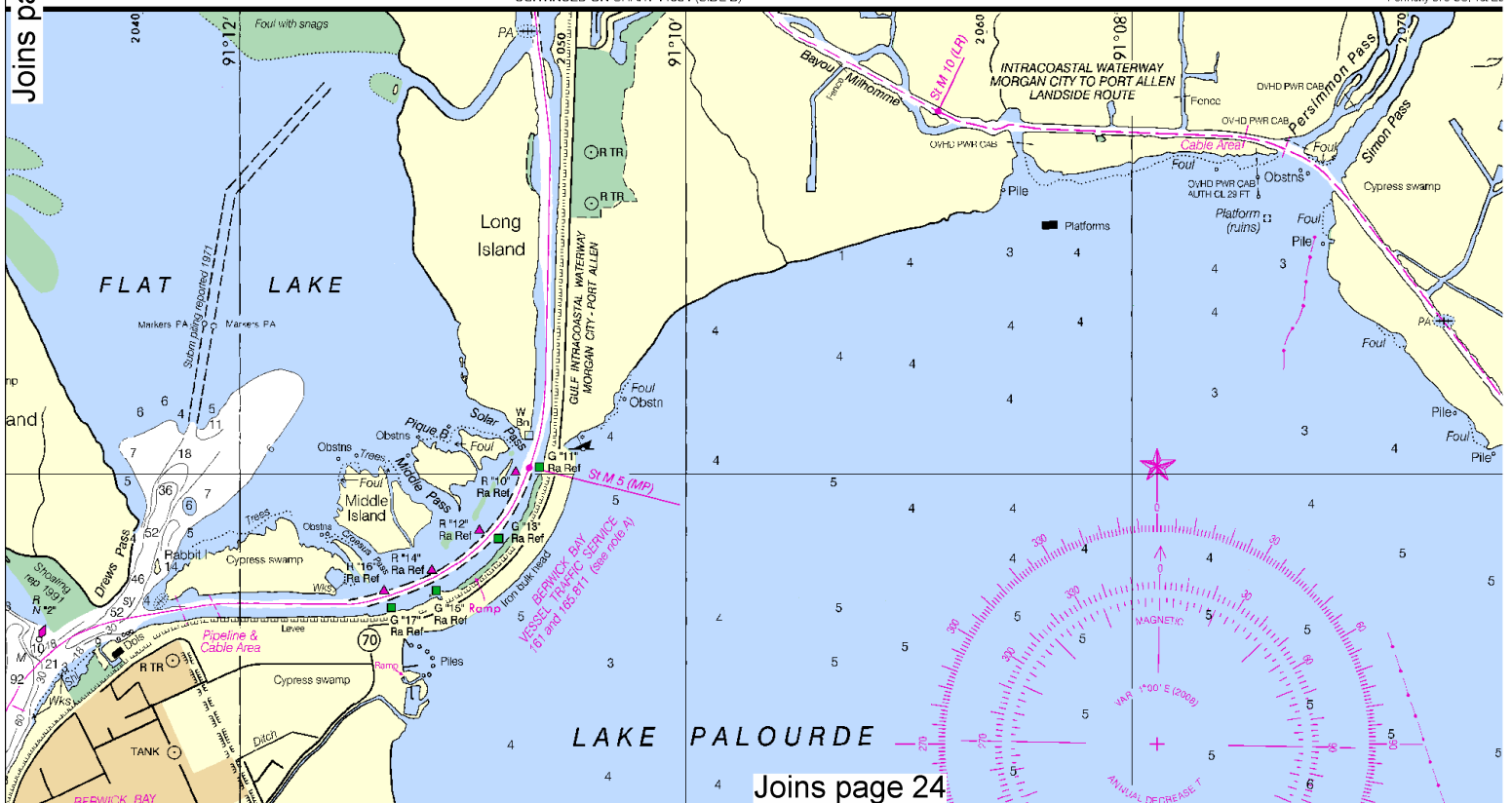
MARCH 2009		
Time	HT.	Day
1 1311	1.0	16 0059
Su 2302	-0.3	M 1330
2 1402	1.2	17 0144
Tu 1434	1.0	18 0345
3 0143	-0.4	19 0345
Tu 1508	1.1	Th 1502
4 0317	-0.6	Th 0402
W 1855	1.4	Th 1653
5 0428	-0.7	20 0521
Th 1746	1.5	F 1800
6 0528	-0.7	21 0511
F 1901	-1.5	W 2000
7 0611	-1.0	22 0530
Sa 2011	1.4	Su 2001
8 0646	-0.9	23 0612
Su 2118	1.2	Th 2102
9 0708	-0.2	24 0536
M 2230	1.0	Tu 1212
10 0707	1.1	25 0614
Tu 1234	0.3	W 1037
W 1134	0.3	Th 1574
11 0853	0.2	16 0151
12 1123	-0.8	20 0209
Th 2017	-0.1	21 0047
13 1138	1.0	19 1138
Th 2126	-0.1	20 1126
14 1207	1.2	15 1246
Sa 2241	-0.2	16 1390
15 0247	3.2	31 0247
Sa 1450	3.6	14 1450
16 0059	1.0	16 0059
17 0144	1.2	17 0144
18 0345	1.0	18 0345
19 0345	1.0	19 0345
20 0521	1.5	20 0521
21 0511	1.5	21 0511
22 0530	1.4	22 0530
23 0612	1.2	23 0612
24 0536	1.0	24 0536
25 0614	1.1	25 0614
26 0151	0.7	26 0151
27 0144	1.0	27 0144
28 0345	1.0	28 0345
29 0345	1.0	29 0345
30 0521	1.5	30 0521
31 0247	3.2	31 0247
14 1450	3.6	14 1450

Join page 18





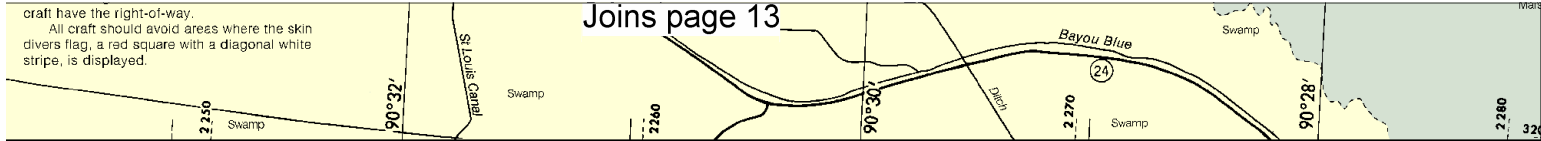
FEBRUARY 2009	MARCH 2009			APRIL 2009			MAY 2009			JUNE 2009		
	Time	HL	Day	Time	HL	Day	Time	HL	Day	Time	HL	Day
0.1	15 0222	-0.4	M	1 1311	1.0	Su	1 0121	-0.4	F	1 0739	1.0	M
0.6	M 1526	-1.1		2 2352	-0.3	W	5 1531	1.5	Sa	16 0644	-1.0	Tu
0.7	17 0142	-0.4		3 1402	1.2	Th	2 0244	-0.2	Su	17 0632	1.2	W
1.0	M 1630	-1.1		4 0144	-0.3	F	17 0113	0.1	Tu	17 0632	1.2	W
0.3				5 0144	-0.3	Th	18 0137	1.2	W	18 0632	1.2	W
-0.5	18 0449	-0.5		6 0143	-0.4	Fr	19 0154	0.3	Th	19 0632	1.4	Th
1.2	W 1742	-1.1		7 0144	-0.3	Sa	20 0154	0.3	Fr	20 0632	-0.1	Fr
-0.7	19 0542	-0.5		8 0143	-0.3	Su	21 0154	0.3	Sa	21 0632	-0.3	Sa
1.3	Th 1851	-1.1		9 0143	-0.3	M	22 0154	0.3	Su	22 0632	-0.3	Su
-0.8	20 0624	-0.5		10 0143	-0.3	Tu	23 0154	0.3	M	23 0632	-0.3	M
1.4	F 1846	-1.2		11 0143	-0.3	W	24 0154	0.3	Tu	24 0632	-0.3	Tu
-1.0	21 0654	-0.5		12 0143	-0.3	Th	25 0154	0.3	W	25 0632	-0.3	W
1.5	Sa 2035	-1.2		13 0143	-0.3	Fr	26 0154	0.3	Th	26 0632	-0.3	Th
-1.0	22 0714	-0.5		14 0143	-0.3	Sa	27 0154	0.3	Fr	27 0632	-0.3	Fr
1.5	Su 2118	-1.1		15 0143	-0.3	Su	28 0154	0.3	Sa	28 0632	-0.3	Sa
-0.9	23 0727	-0.4		16 0143	-0.3	M	29 0154	0.3	Su	29 0632	-0.3	Su
1.3	W 2202	-1.0		17 0143	-0.3	Tu	30 0154	0.3	M	30 0632	-0.3	M
-0.7	24 0721	-0.2		18 0143	-0.3	W	31 0154	0.3	Tu	31 0632	-0.3	Tu
1.1	M 2255	-0.9		19 0143	-0.3	Th			W			W
-0.4	25 0724	0.0		20 0143	-0.3	Fr			Th			Th
0.6	W 1455	-0.3		21 0143	-0.3	Sa			Fr			Fr
0.2	1651	-0.2		22 0143	-0.3	Su			Sa			Sa
0.6	26 0054	0.5		23 0143	-0.3	M			Su			Su
0.1	18 0059	-0.2		24 0143	-0.3	Tu			M			M
0.2	1247	0.1		25 0143	-0.3	W			Tu			Tu
0.1	1812	0.1		26 0143	-0.3	Th			W			W
0.5	27 0149	-0.4		27 0143	-0.3	Fr			Th			Th
0.9	1858	-0.3		28 0143	-0.3	Sa			Fr			Fr
0.0	1229	0.0		29 0143	-0.3	Su			Sa			Sa
0.0	2045	0.0		30 0143	-0.3	M			Su			Su
0.2	26 2811	-0.2		31 0143	-0.3	Tu			M			M
0.9									Tu			Tu
-0.3									W			W
1.0									Th			Th



craft have the right-of-way.

All craft should avoid areas where the skin divers flag, a red square with a diagonal white stripe, is displayed.

Joins page 13

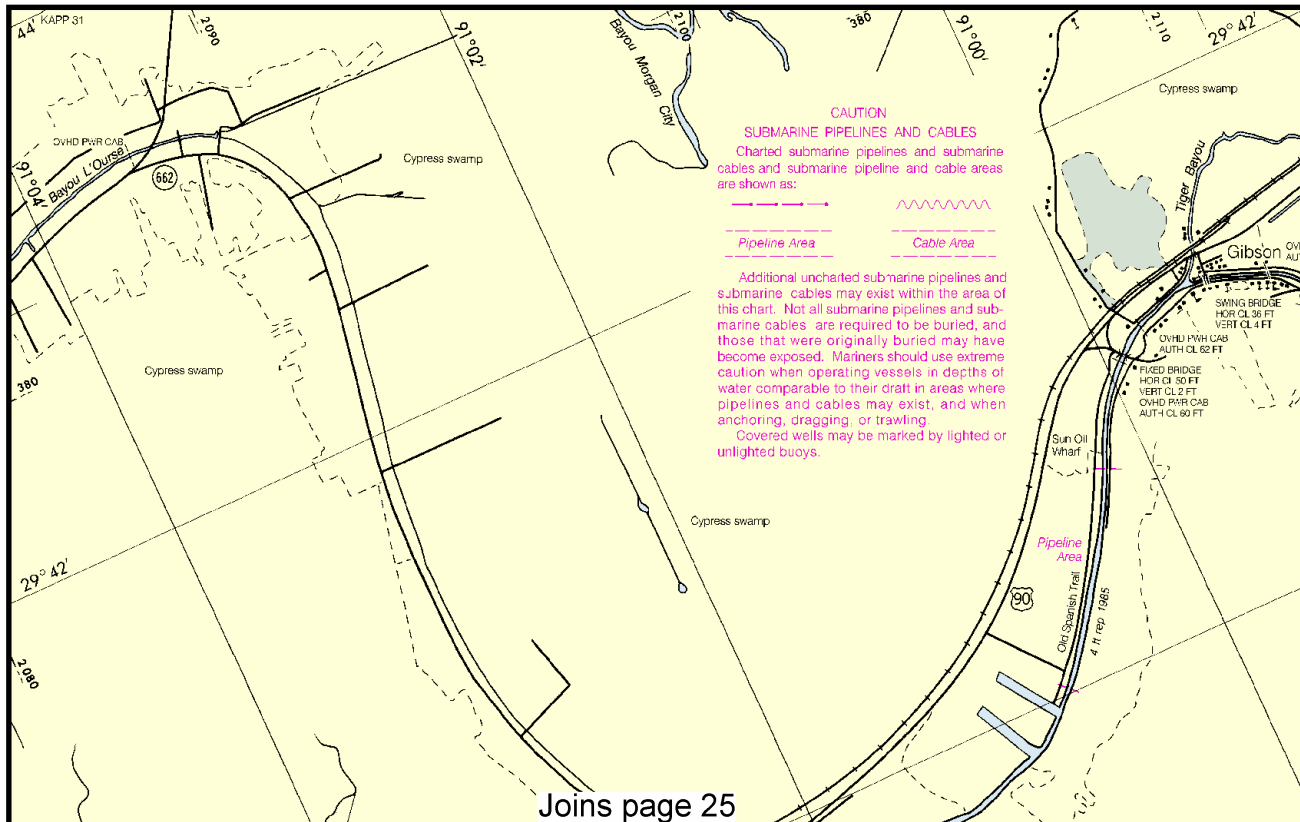
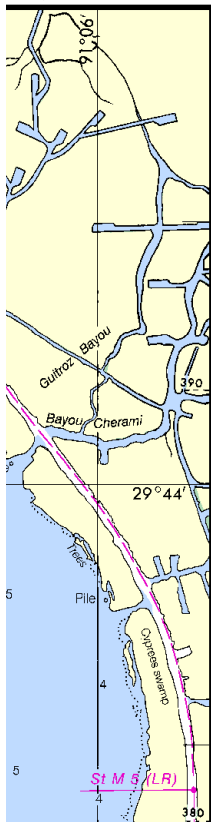


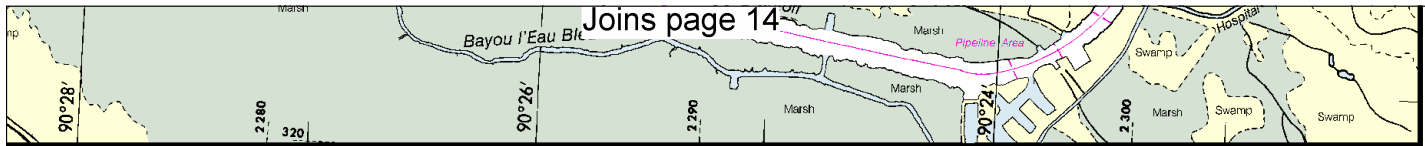
CONTINUED ON CHART 11352

Joins page 20

Edition, 1972

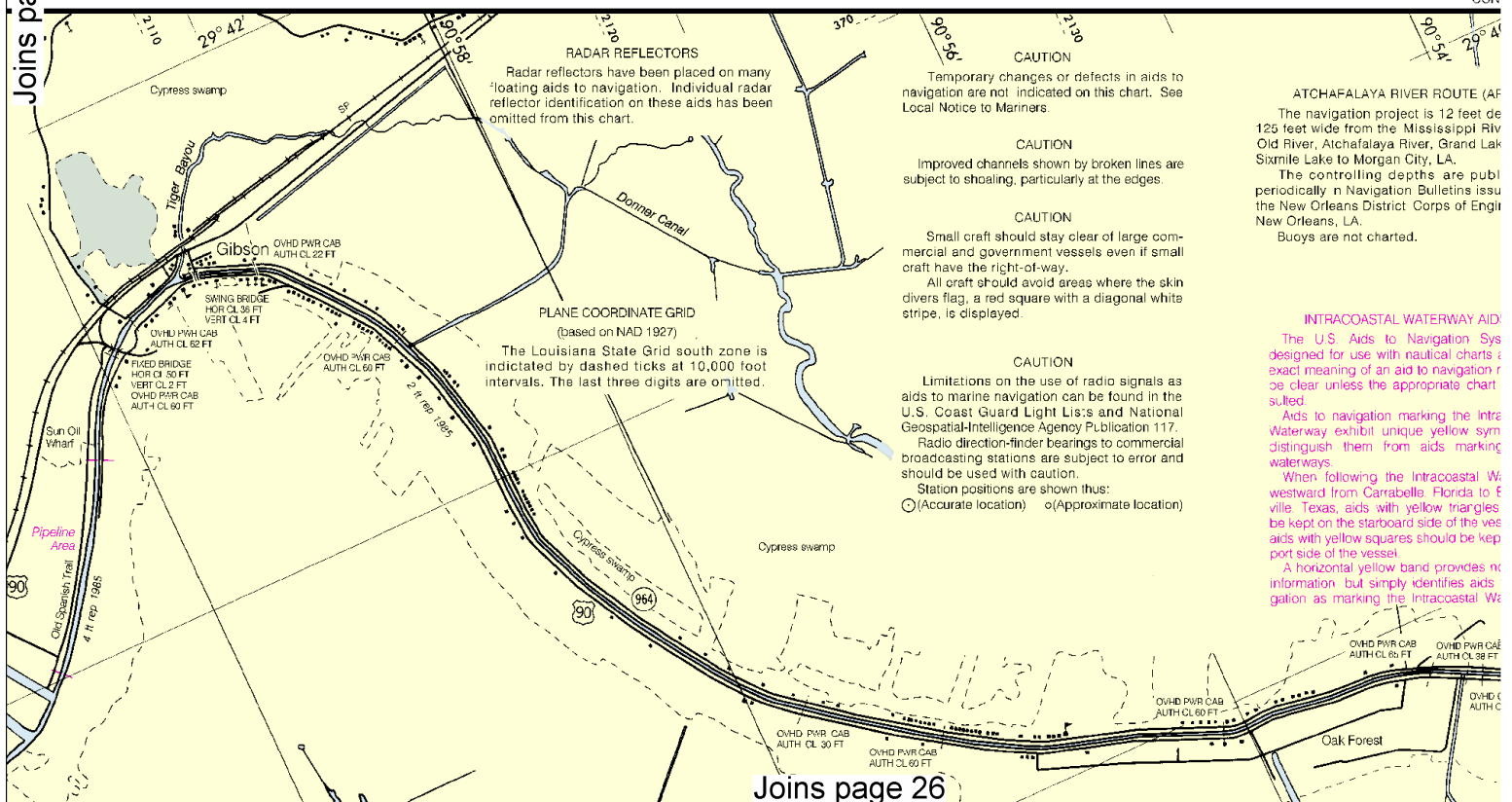
CONTINUED ON CHART 11352





CONTINUED ON CHART 11365 (SIDE B)

Joins page 19



Joins page 26

20

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.



CONTINUED ON CHART 11352

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INTRACOASTAL WATERWAY
(Landside Route)
Morgan City to Port Allen (LR)
Controlling Depth

The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners.

Distances

The Waterway is indicated by a magenta dashed line. Mileage distances shown along waterway are in Statute Miles, based on zero at the junction of Bayou Boeuf and the Gulf Intracoastal Waterway and are indicated thus:

Tables for converting Statute Miles to International Nautical Miles are given in U.S. Coast Pilot 5.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

INTRACOASTAL WATERWAY
(Alternate Route)

Morgan City to Port Allen Route (MP)
Project Depths
12 feet Morgan City, LA to Port Allen, LA.
The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners.

Distances

The Waterway is indicated by a magenta line. Mileage distances shown along the Waterway are in Statute Miles, based on zero at the junction with the Gulf Intracoastal Waterway at Morgan City and are indicated thus: —●—

Tables for converting Statute Miles to International Nautical Miles are given in U.S. Coast Pilot 5.

INTRACOASTAL WATERWAY Project Depths

The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners.

Distances

The Waterway is indicated by a magenta line. Mileage distances shown along the Waterway are in Statute Miles, based on zero at Harvey Lock, LA, and are indicated thus: —●—

Tables for converting Statute Miles to International Nautical Miles are given in U.S. Coast Pilot 5

CAUTION

Small craft operators are warned to beware of severe water turbulence caused by large vessels traversing narrow waterways.

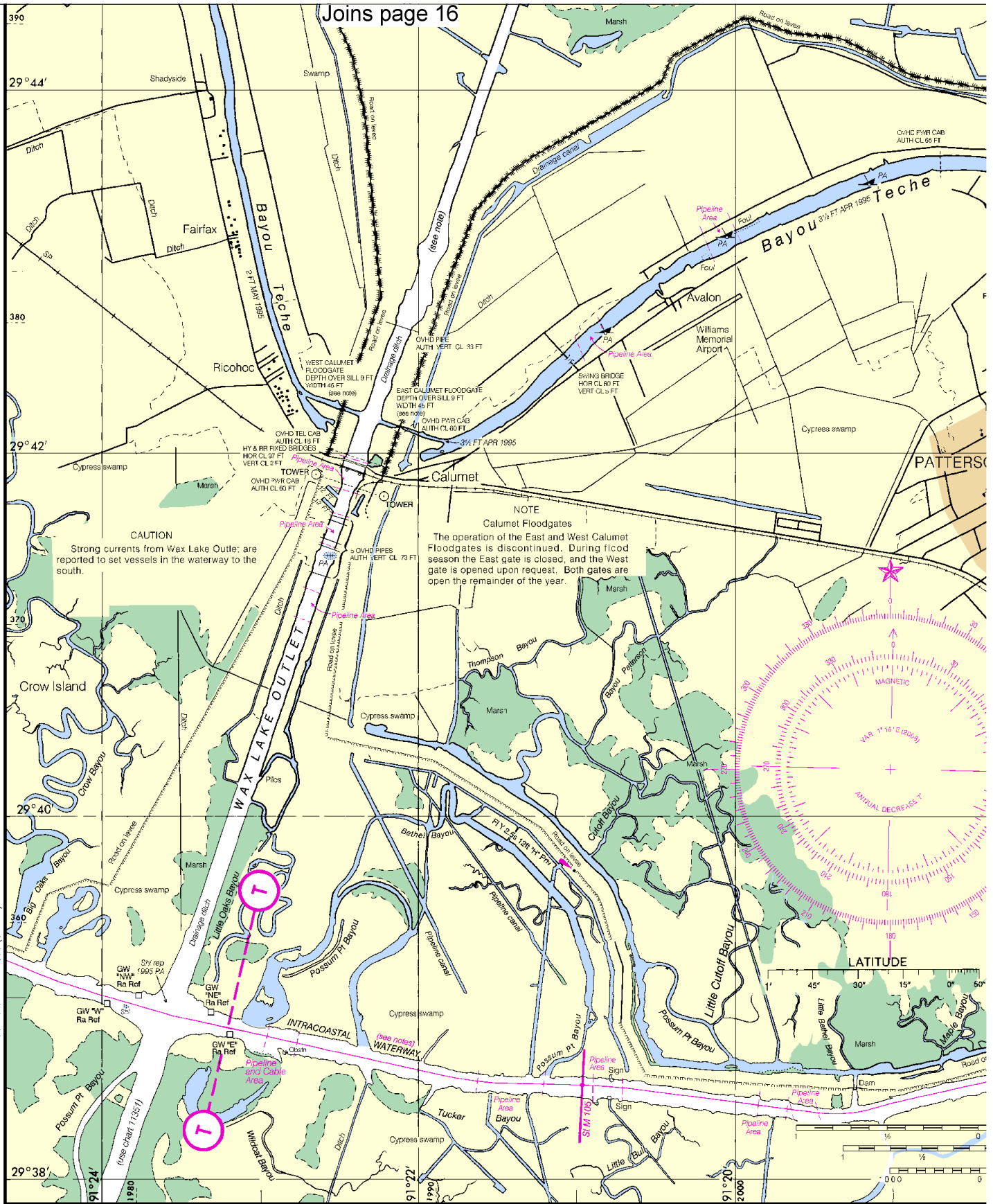
AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

press swamp

SIDE B

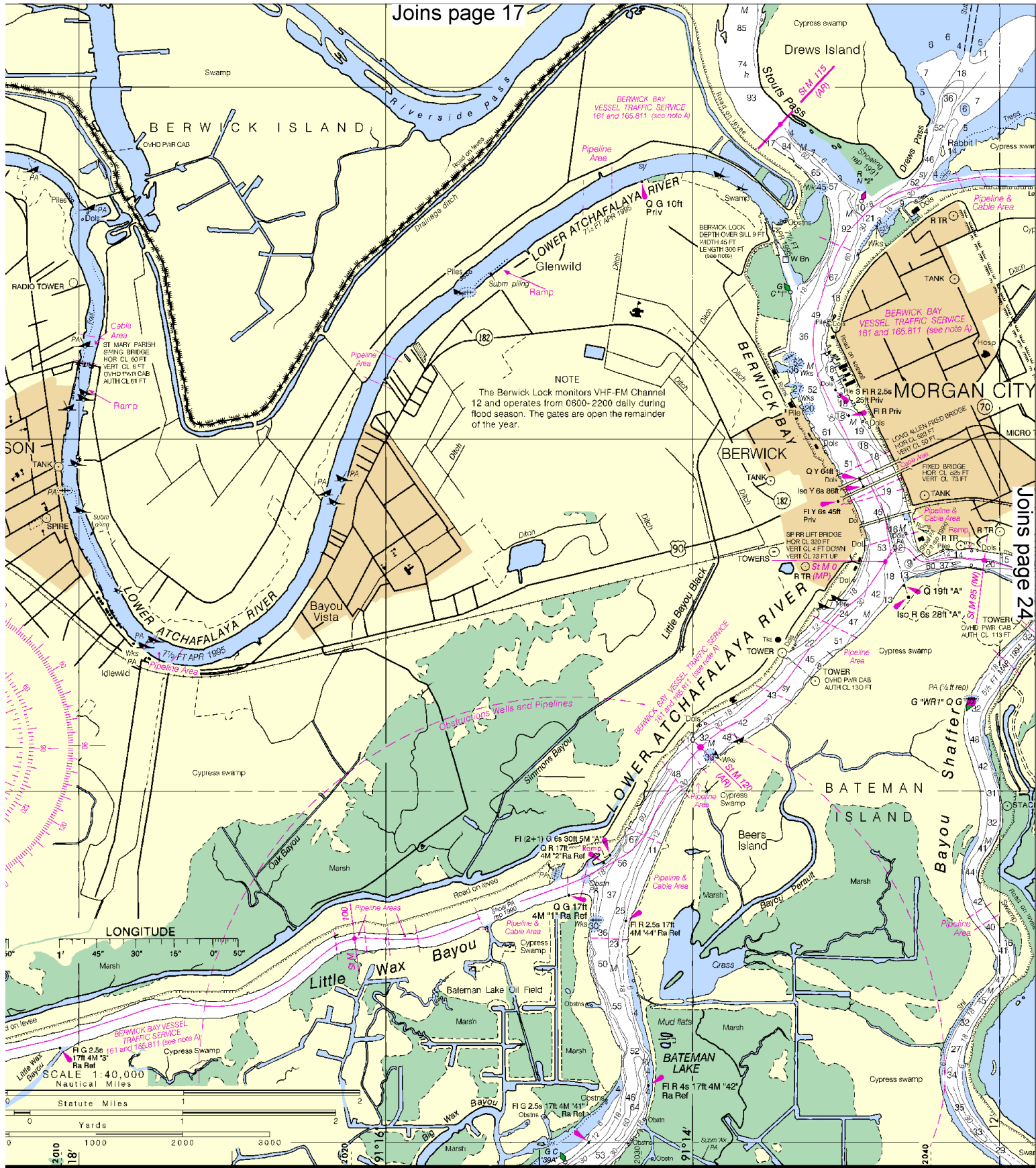
JOINS CHART 11350 (SIDE A)



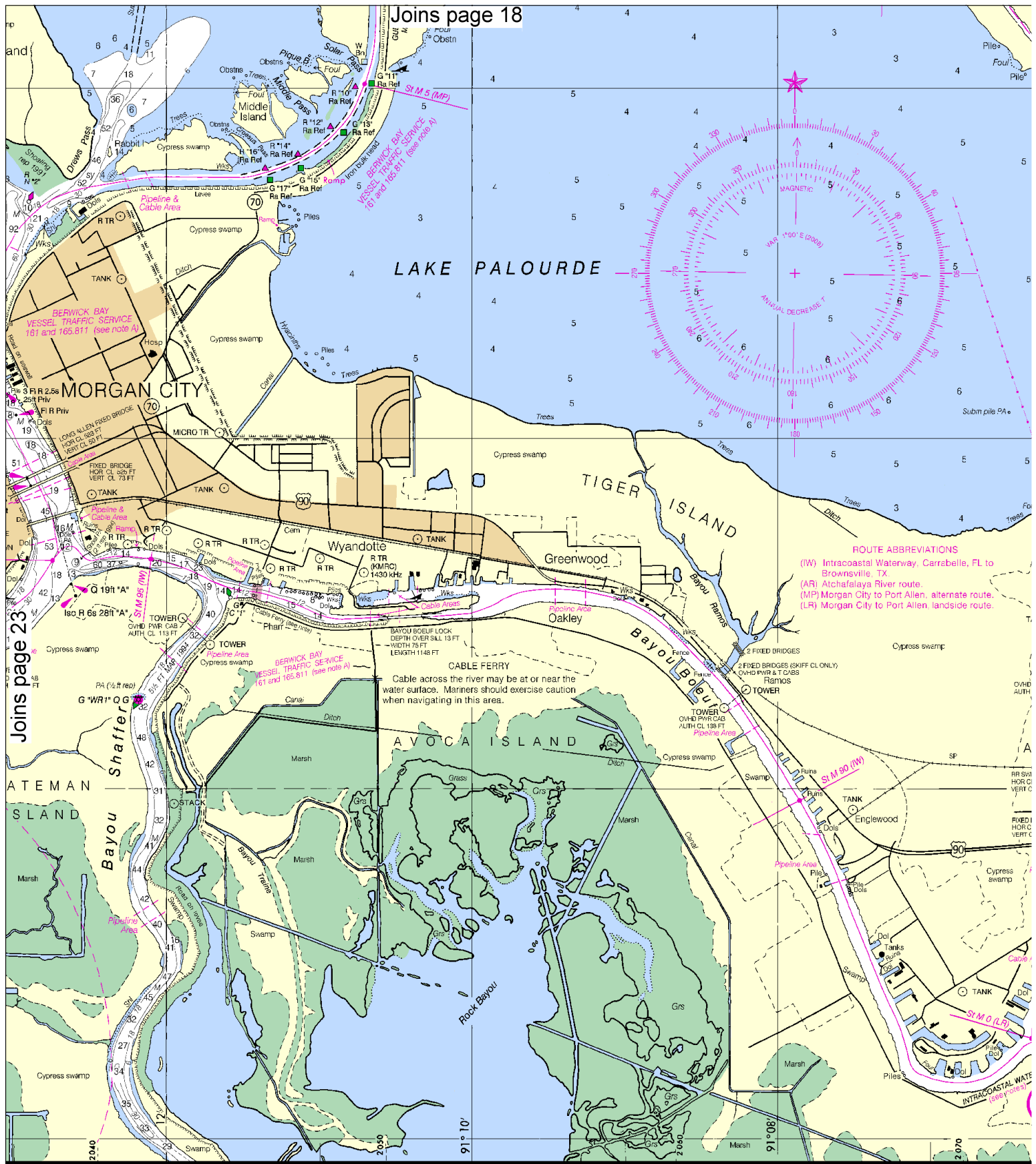
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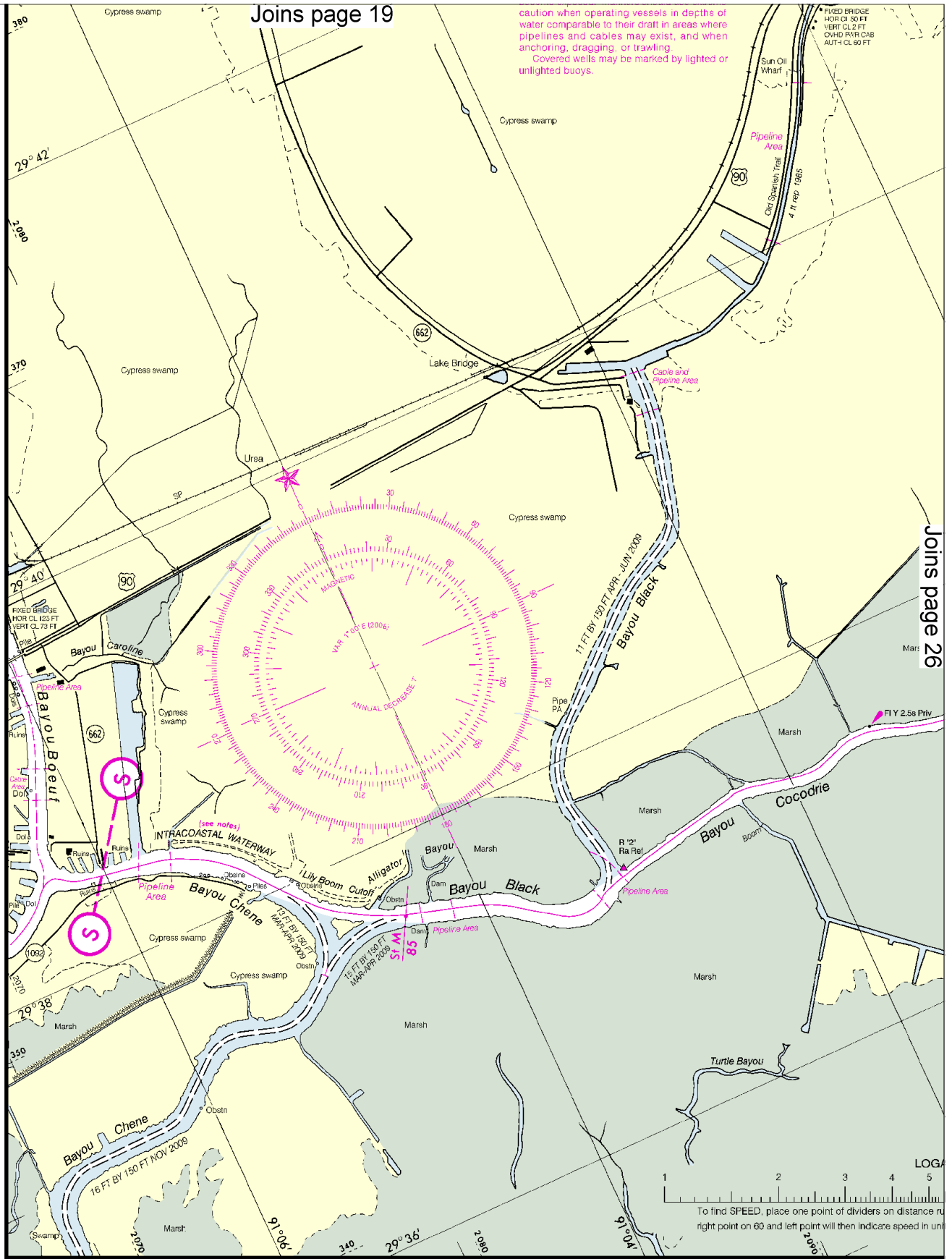
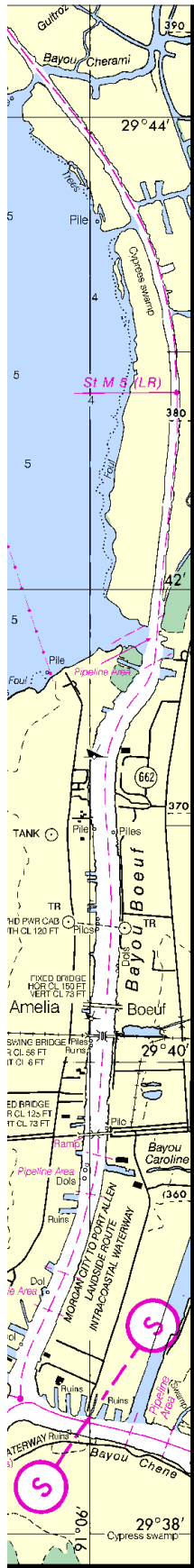
CONTINUED ON CHART 11351





CONTINUED ON CHART 11354 (SIDE A)



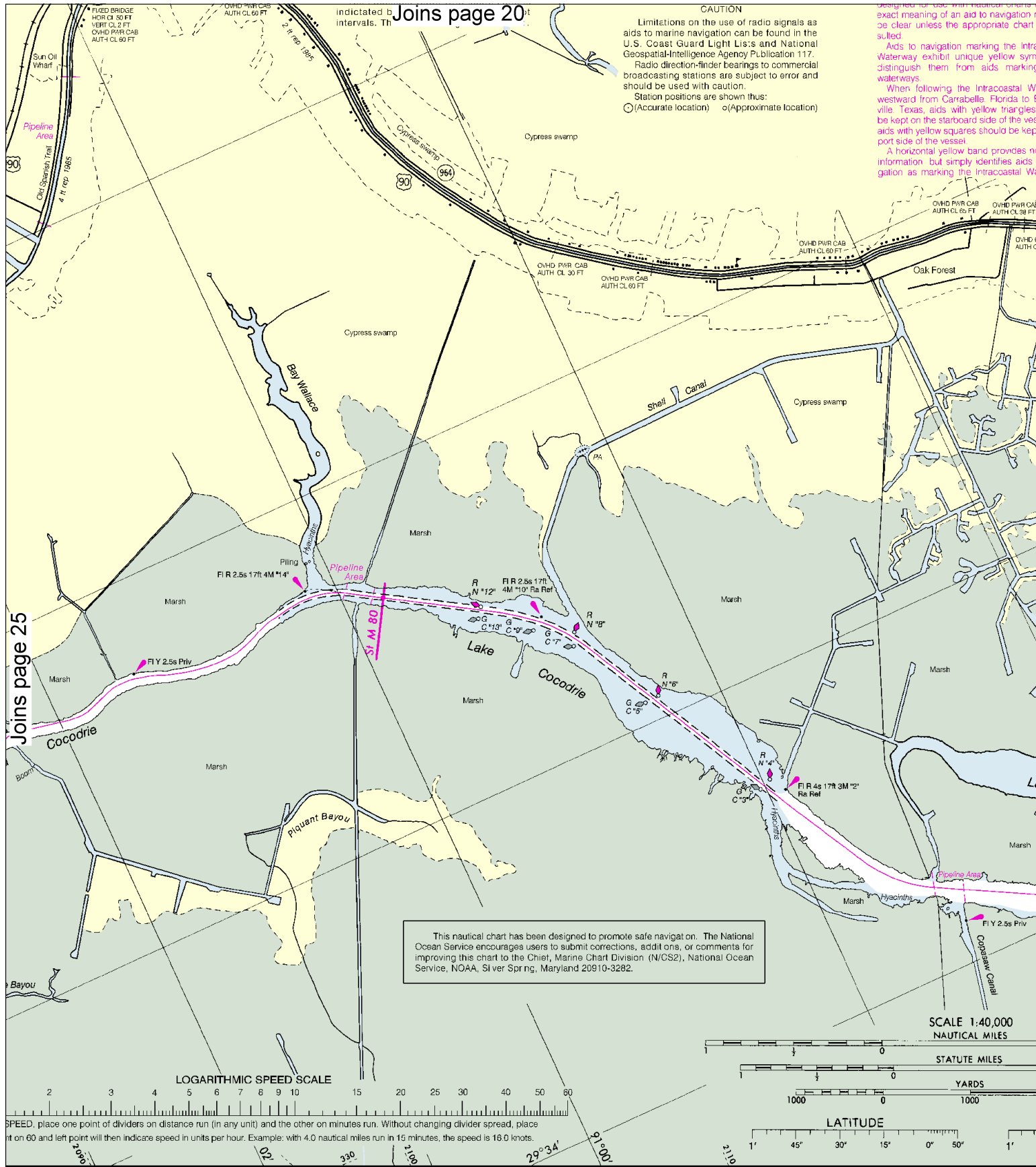


CONTINUED ON CHART 11352

Joins page 19

caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling. Covered wells may be marked by lighted or unlighted buoys.

Joins page 26



27

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.

Coast Guard Group New Orleans – 504-846-6162

Coast Guard Station Grand Isle – 985-787-2136

Coast Guard Station New Orleans – 504-846-6181

LA Wildlife and Fisheries – 800-442-2511

Coast Guard Atlantic Area Cmd – 757-398-6390

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



NOAA CHARTING PUBLICATIONS

Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Electronic Navigational Charts (NOAA ENC[®]) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official Raster Navigational Charts (NOAA RNC[™]) – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official BookletCharts[™] – BookletCharts[™] are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts[™] – PocketCharts[™] are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot[®] – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to <http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm>.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.